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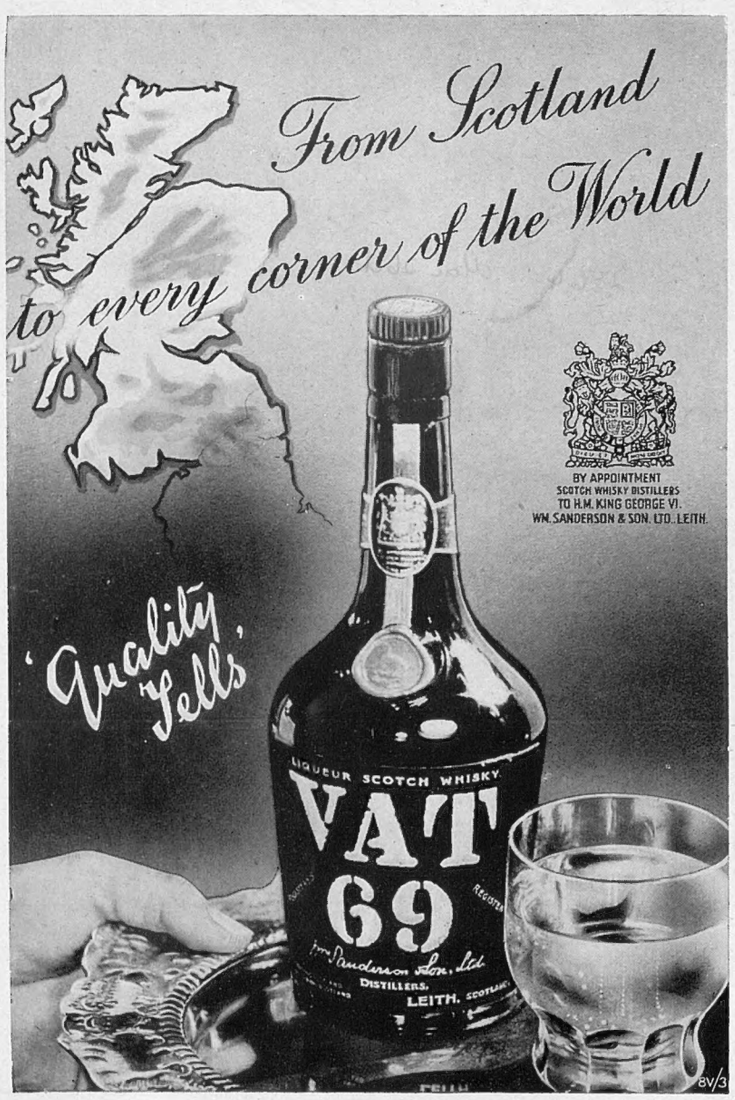

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49/2/5

Volume CXCVI No. 2564 The SPHERE, London, March 26, 1949

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

H.M.S. "CHRYSANTHEMUM" GOES DOWN RIVER—ONE OF THE SHIPS OF THE R.N.V.R., LONDON DIVISION, NORMALLY MOORED NOT FAR FROM THE "PRESIDENT" ON THE THAMES EMBANKMENT, BEING TOWED DOWNSTREAM TO CHATHAM DOCKYARD FOR A REFIT: The "Chrysanthemum" is one of the Herbaceous Border class of sloops and is a veteran of the First World War. During the Second World War 10,000 men were trained in her

H.M.S. *Chrysanthemum*, now in Chatham Dockyard, where she will undergo a refit lasting four or five months, was towed down the Thames last week-end by three tugs. This was the first time in ten years that she has left her moorings off the Victoria Embankment. *Chrysanthemum*, one of the Herbaceous Border class of sloops, was on active service in the First World War, and her last active duty was as a target-towing vessel with the Mediterranean Fleet in 1938. In 1940 she came to her moorings in the Thames, and her achievement in helping to train 10,000 men for the Senior Service is a remarkable one in a vessel of her capacity. This picture was taken as the vessel came into mid-stream between Waterloo Bridge and Blackfriars Bridge. The long, low building in the far distance is Somerset House, with Brettenham House at the northern approach to Waterloo Bridge, towering above it

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

The Uphill Road.—And does the road wind uphill all the way? Yea; to the very end. Austerity Cripps allowed thirty seconds for cheering and hat-throwing. Then clamped down the Austerity lid for another year. The cheer was for the admission that surprisingly soon the deficit in Britain's overall current balance has virtually disappeared. *We are paying our way.* But the dollar gap remains to be filled, inflation is still the bogy, foreign markets are less easy to satisfy, and there must be swift variation among the goods we produce for export. One cheer for a great effort by the workers and then back to the old austerity: harder work, greater production, especially of coal; fewer demands for increases in pay; no dreaming of relaxations; more saving. And even these are not enough. Without American aid, we cannot save ourselves, and with continued American aid it is doubtful if we can continue to find markets for our goods when we develop a new spirit of adventure in management and improved methods of production. It is a dusty answer, if it be honest and courageous, to load all our fetters on again and study to be free and adventurous once more. What a man, and how does he do it on nuts and cabbage? Anyhow, he does it, and begs us not to expect any relaxations from his coming Budget. For he will need that astronomical surplus once more, as he needed it this year, for the little miscalculations of his confrères. It would not be surprising if (with 1950 in the offing) some of his colleagues fear that the Cripps picture may seem a little too doleful and grim. But Sir Stafford knows a good deal more than most about the temper and nature of the nation, and it would not surprise me if he bank on the belief in a majority of the nation that present Austerity is still hitting his "richer" neighbour harder than it hits himself. The desire of the "worker" to go on soaking the rich is strong as ever and proof against argument. Accordingly, another year of Crippsian Austerity will not melt the Socialist majority.

Diplomatic Consultations.—Last week the five Foreign Ministers of Benelux met in London to gather up the reins of business done and doing. They examined the final draft of the Atlantic Pact before publication, they considered the arrangements devised for the Council of Europe, among whose members are States which have rejected the Atlantic Pact. It might puzzle me, even if I were concerned in all these negotiations and wheels within wheels, why so many pacts, organisations, consultative bodies, and so forth are necessary to enable a score of peaceful, peace-loving nations to bind themselves into a fraternity to resist enslavement by a common enemy, within and without, known and feared, the more so since the vital and contentious details of what military assistance each member may or must contribute to the aid of an attacked member or even to the common weal (and *when* and where) are soft-pedalled. Why is not a Western Union enough, in which the United States, Canada, Britain, France and the Benelux countries and the Scandinavian, Italy, Portugal, even Eire, can all play the roles they are good for and fit for, and make their contributions to the common peaceful purpose? The answer is that Babel is not a mere nursery parable and that *parler européen* has not made so very much progress since the phrase was coined after the Locarno Pact. So it is that Sweden and Eire must leave the table when the Atlantic Pact is on the agenda, and all these nations of unquestioned, unquestionable good will must indulge in "nuclear fissure" to secure the motive force they need to drive the poison (which they commonly identify as highly dangerous) first out of the limbs, piecemeal, and at last out of the body of Western civilisation. Each must do it in their own place in their own way. For each, the centre of the trouble is highly sensitive, and no outside hand, however expert, must investigate it. Hence the wheels within wheels and the talks without end.

ROUNDING OFF THE ATLANTIC PACT—REPRESENTATIVES OF THE EIGHT NEGOTIATING NATIONS MEET AT THE STATE DEPARTMENT IN WASHINGTON TO PUT THE FINISHING TOUCHES TO THE TREATY: Left to right—M. Le Gallais (Luxembourg), M. Van Kleffens (Netherlands), Baron Silvercruys (Belgian Ambassador), Wilhelm Munthe de Morgenstierne (Norwegian Ambassador), Mr. Dean Acheson (United States), M. Henri Bonnet (French Ambassador), Mr. Hume Wrong (Canadian Ambassador) and Sir Oliver Franks (British Ambassador). Mr. Bevin told the House of Commons last Friday that the Pact was one of the greatest steps towards peace and security which had been taken since the end of the First World War, opening a new era of co-operation and understanding between Europe and the Western Hemisphere. The present intention, declared Mr. Bevin, is that the Pact shall be signed in Washington in the first week in April. Invitations to sign have been addressed to four other Governments, in addition to the eight which have been negotiating the text—namely, those of Denmark, Iceland, Italy and Portugal. The Foreign Secretary emphasised the absence of any secret clauses, and described it as a wider roof of security, a roof which stretches over the Atlantic Ocean and gives us the assurance of great preponderance of power, which will be used on the side of peace

Clothes Rationing.—When I lit my morning pipe with my clothes-ration book, I added no dramatic gesture. I did not cry "*Libre, Libre,*" with the Duc de Beaufort, nor did I rush to Savile Row with a cheque-book. I merely took the fat, dog-eared book out of my shabby, bulgy pocket-book, made a spill from it, lit my pipe and burned the rest. It was crammed with coupons. Of all the restrictions of austerity, this clothes rationing has been least wearisome to me. It has never been coupons I have lacked (as with petrol), it has not always been money. It is true that a suit of clothes which I would not be ashamed to put on would cost me £40 or so, and I think that is extravagant for my station. So I have worn to shreds the twenty noble suits for all occasions which I possessed in 1939 and conceived to be a reasonable wardrobe. As for the rest of the rationed items of "men's wear," shirts, vests, pyjamas and so on, lack of coupons has never been the difficulty, nor money; style and quality have been the crux. Since the war began, a middle-aged man has never been able to buy what he likes, only what is thought appropriate to youth. Thus ready-made suits are "two-piece"—the waistcoat has gone out of fashion, and a man is supposed to wear a wrist-watch. Detachable flannel collars are not made. Shirts are built with buttons down the front, like pyjama coats. Flannel or corduroy trousers have their buttons *inside*, because the young prefer belts, and no old man can attach his braces to *inside* buttons. As for vests, they are designed for conjurers; one wash and they shrink to nursery wear; and as for drawers, their shapes and modes of adherence are never twice the same, never endurable or intelligible to me. So coupon-ridden or coupon-free, it 's O.K. by me. There is no market that sells the wares I need, save one that remains beyond my means. A scarecrow I am and a scarecrow shall remain until decent clothes are available at practical prices. There is a hint that shirt-makers are stirring.

Road and Rail.—We now are assured of a little more petrol for the summer months. The delphic utterances of the Fuel Minister have gradually led us to expect his decision. The Transport Minister made an announcement at the same time which is as commendably clear: "It is very plain to me that we have reached the limit of increased charges on the railways." Mr. Barnes knew what his words implied, no more nor less than this: We can't afford to go on raising so quickly the general standards of life in the country. In so far as such raising affects the railways, the cost falls on an organisation in which charges have reached saturation point. Another penny on fares and freights will break the back of the organisation and of the public. Nothing remains then but to save waste and to economise. One small item, for example, might be retrenched. Every year the railways lose £2,000,000 from pilfering. That saving is up to railway employees themselves. If they care to, they can stop that crying and shameful evil. Meanwhile, the road and the railway, in so far as they can be in competition, are more fiercely in competition than ever before. And (with a little more petrol) the roads will very soon prove to the railways that rail fares simply must come down, if the railways are to survive for passenger traffic.

The Mile.—I am always a little more interested in the 'Varsity sports than in the Boat Race, for I occasionally represented Oxford inconspicuously on the track. I watched my old friend, C. C. Henderson-Hamilton, that April afternoon in 1905 set up a 'Varsity record for the mile (4 mins. 17·8 secs.) which has lasted forty-four years—a long time for a speed record (and, of course, Bannister's new record is 10 seconds outside the present *world* record). I remember Henderson-Hamilton's face and race very vividly. I can see his legs moving now. He was not a robustious type of athlete. What happy "concatenation of circumstances" enabled him to do that day what he was quite incapable of doing the day before, or indeed ever again? Why was it he surpassed himself that day? When records tumble every year, it certainly is remarkable that *his* stood in the 'Varsity mile for nearly half a century. I looked a little lower down the list of results and (with perhaps pardonable pride) noted that on my best day I could have beaten both the Oxford and Cambridge second strings in the long jump. A long distance, it seems, back or forwards.

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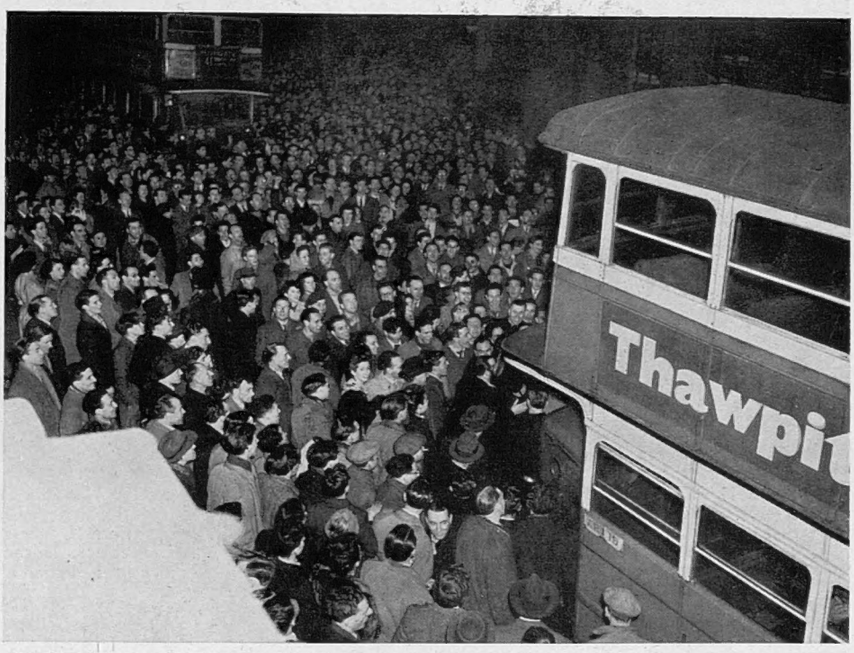
THE MOSLEY RIOTS IN LONDON

A Diverted March in the East End of London

WHERE THE TROUBLE STARTED : The loudspeaker van in Ridley Road, Dalston, where the supporters of Sir Oswald Mosley held their meeting last Sunday before the start of their proposed march along the Stoke Newington Road to Stamford Hill and Tottenham. Within a few minutes of the start of the meeting Communist interrupters had set to work

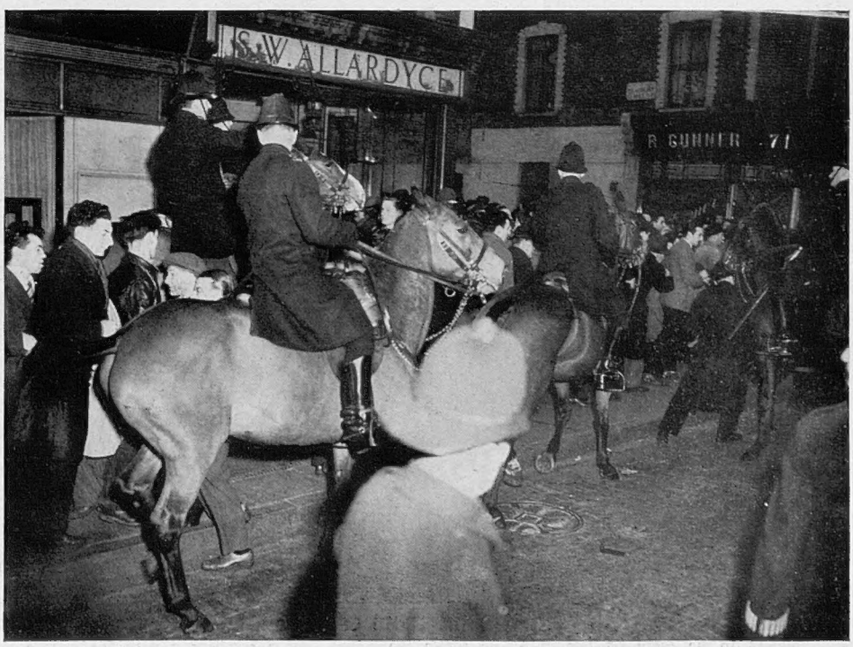
Supporters of Sir Oswald Mosley, using the long-familiar technique of "showing the flag" for publicity purposes on the terrain of their political opponents, went down to Ridley Road last Sunday, and within a few hundred yards of Communist headquarters staged a meeting from their loudspeaker van. Sir Oswald Mosley's Union Movement supporters declared their intention of marching from Ridley Road to Tottenham Town Hall. The police formed a phalanx round the Mosleyites and they let the march take place. The Home Secretary had previously told a mayoral deputation that he had no power to stop the march. The police forced the Mosleyites to take an alternative route and by some judicious road blocking kept the arch enemies apart. In doing so the police suffered eight casualties. From start to finish the issue was hopelessly confused. The riotous Sunday night had its inevitable anticlimax in North London Police Court on Monday morning.

A DEMONSTRATOR WITH HIS ARMS FIRMLY GRASPED BY TWO CONSTABLES IS MARCHED FROM THE FIELD OF BATTLE IN EAST LONDON : A sergeant of police and a mounted policeman follow close behind. Twenty-four people were arrested during the evening



AT TOTTENHAM, WHERE THE MARCH OF THE MOSLEY FORCES WAS DUE TO END, A CROWD 3,000 STRONG GATHERED TO SEE THE MOSLEYITES : Here several buses were engulfed in the crowd, tyres were deflated and stones were thrown. Windows in one of the buses were smashed. The Communists were active at this point, but they failed in their attempt to get to grips with the Mosleyites, who were made by the police to march to Tottenham along an alternative route

A ROUGH AND TUMBLE IN THE KINGSLAND ROAD : Police in action against demonstrators near the point where the Mosleyites started their march from the East End to North London. At this point the police set up a road block and sought to keep the Communists away from their opponents. The Communists retaliated by driving a car across the processional route, and momentarily cutting off the escorting police force



MOUNTED POLICE DISPERSE THE CROWD IN RIDLEY ROAD : They went into action after the Communists, shouting "Down with Mosley," and "They shall not pass," had stormed the loudspeaker van from the top of which the Mosleyites had sought to conduct a meeting prior to their march

A DINNER IS HELD IN THE ASSEMBLY ROOMS, LINCOLN, TO CELEBRATE THE CENTENARY OF THE LINCOLNSHIRE HANDICAP: A general view of the gathering attended by many distinguished personalities in public life, including the Duke of Norfolk and other Stewards of the Jockey Club. The Duke, who is seen seated near the toastmaster in front of the fireplace, is the owner of Minster Lovell, on which many set their hopes. Minster Lovell was drawn badly and ran badly

100 YEARS OF THE LINCOLN

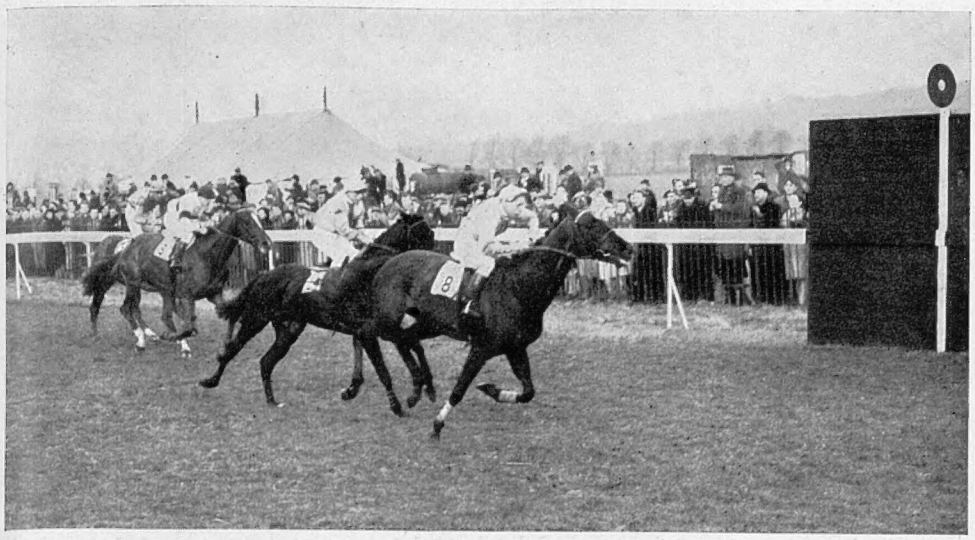
The Centenary Race and the Centenary Dinner

HOW THE LONG-FOCUS CAMERA SHOWED THE FINISH OF THE CENTENARY LINCOLN: Four of the horses appear to be more or less in a line across the course, but a comparison with the picture on the right shows what really happened. The winner, Mr. Gordon's Fair Judgement, is seen (left centre), and just on the right is the second, Goldsborough, who made nearly all the running, but was caught a furlong from home. Yellow Idol, who ran third, and was making up a great deal of ground at the finish, is seen on the rails

THE FAVOURITE ROMPS HOME AN EASY WINNER: Mr. C. E. Gordon's Fair Judgement, with E. Smith in the saddle, winning the centenary Lincolnshire Handicap from the outsiders Goldsborough and Yellow Idol. Fair Judgement had been a strong favourite for the race from the very outset

LINCOLN—THE START OF THE FLAT

The Apprentices Shine at the Opening of the 1949 Racing Season on the Carholme



A 100-TO-7 OUTSIDER WINS THE FIRST RACE OF THE 1949 FLAT-RACING SEASON: Worsley, the sixteen-year-old son of a Castleford labourer, who had his first mount in public on the same course a year ago, is seen bringing Moxy along with a strong run to score the first victory of his career in the first race of the 1949 season. The race, the Apprentices Handicap, was confined to apprentices who had not had more than three successful rides

OVERCOATS AND TURNED-UP COLLARS WERE THE ORDER OF THE DAY: Spectators watching the paddock-parade on the first day at Lincoln, when a strong, cold wind blew across the course. Backers were not too fortunate, and had to wait until the last race when an 11-to-10 favourite scored on their behalf. Comparatively big fields contested the events

THE MAN WHO GAVE THE SIGNAL FOR THE OFF: Captain Chandos Pole at the starting-gate after sending off the runners on their mile journey in the first race of the 1949 season

On a day which favoured the bookmakers, in which the apprentices triumphed, and in which spectators lost their hats and their money, the flat-racing season started on the Carholme at Lincoln. There were big fields, and some of the young jockeys, notably Worsley, who rode the first winner, Sheather, who rode the second winner, and J. Walker gave heartening displays. Twice Charlie Elliott, one of the most experienced of our riders, was beaten by these youngsters. On the third day of the meeting came the Lincolnshire, the first big handicap of the season, E. Smith scoring on Fair Judgement, the favourite. This is probably the last year on which the Lincolnshire Handicap will have to start on a Saturday, the restrictions on big sporting events being due for easement. Racing on Lincoln Heath dates back over 350 years, and there is a record of the visit of King James I to a race meeting there on April 3, 1617. Racing at Lincoln did not really develop, however, until the present course on the Carholme was first used in 1773. The Lincolnshire Handicap was inaugurated in 1849, and to mark the centenary race the owner of the winner received a 130-year-old cup.

ANOTHER WIN FOR AN APPRENTICE RIDER: A view from the grandstand on the Carholme as sixteen-year-old Ronnie Sheather, an apprentice, brought the filly Tropila along so well in the last hundred yards that he beat Metopan on whom the experienced jockey Elliott had got a flying start. The third race of the day also fell to an apprentice rider, J. Walker, on Bristol Fashion, beating Elliott on the favourite, Hal o' the Wynd. This picture of the Lincoln course shows how the main road, which is closed for the period of the racing, passes through the ring. On the heights in the distance stands Lincoln Cathedral

THE MAYOR WORKS AMONG THE EXCAVATIONS : M. Edouard Jose Laval, Mayor of the village of Presles, some twenty miles from Paris, is seen (third from right) in a field where he and his co-workers have brought to light a number of well-preserved human skulls thought to belong to the Paleo-Neolithic period

A STONE-AGE BURIAL GROUND IN FRANCE

The Excavations at Presles

While ploughing on the farmland of Robert Blanckert, on the outskirts of the village of Presles, a farm hand recently unearthed a large number of bones. The Mayor of Presles at once took an interest in the discoveries, and after a preliminary examination a Departmental Commission was appointed to carry out systematic investigations on what is thought to have been a burial ground of the Paleo-Neolithic period. Parish employees are helping in the diggings, and they have all been given sufficient archæological instruction to enable them to dig without damaging the finds. Every evening the table in the one-room Mairie of Presles is piled with bones as the Mayor and M. Fort, an archæologist and member of the Departmental Commission, go over their finds. It may be some time yet before any official pronouncement on the importance of the discoveries is forthcoming. The general belief is, however, that the bones are at least 7,000 years old. They may indeed be of very much greater antiquity.

THE HARVEST OF A DAY'S DIGGING : M. Edouard Jose Laval (bone in hand) with some of his co-workers on the site of the prehistoric cemetery at Presles. Standing above the diggings is M. Leon Fort, an archæologist and member of the Departmental Commission, who holds a watching brief at the site

THE SINGLE-ROOMED MAIRIE AT PRESLES : M. Laval, the Mayor, and M. Edmond Delaporte, a parish employee, with some of their finds. Quite a number of skulls in a fair state of preservation have been unearthed, and these are now in process of being examined by a Departmental Commission

THE LIKENESS OF PHARAOH NEKTANEBIS I, WHO RULED EGYPT NEARLY 2,350 YEARS AGO, WHICH WAS RECENTLY UNCOVERED AT LUXOR, TOGETHER WITH PART OF A BROAD AVENUE OF HUMAN-HEADED SPHINXES: The beginnings of the avenue, bordered by ram-headed sphinxes, were uncovered some time ago, in front of the Temple of Karnak. It was last January that this new portion of the avenue was uncovered, together with an inscription stating that King Nektanebis had made the road for the god Ammon, the supreme god of Thebes, to speed his progress to and from the Temple of Luxor. Nektanebis, first Pharaoh of the 30th Dynasty, was known as a strong ruler and a prodigious builder. He built several temples at Philæ and a magnificent gate at Karnak

REVEALED AFTER 1,750 YEARS: One of the sphinxes which has been unearthed in the Avenue of Nektanebis. For the past 1,750 years they have been hidden beneath a pavement built when the Romans ruled Egypt. This sphinx is headless. The inscription beneath it states: "I, Nektanebis, made this road for the god Ammon that he might make good navigation from the Temple of Luxor. Never before was such a beautiful road made"

New Light on NEKTANEBIS THE BUILDER

An Avenue of Sphinxes Uncovered at Luxor

The pyramids of the earlier dynasties and their temples, dedicated to the deified Pharaohs, were manifestations of king-worship. Under the Theban Dynasties the temple became more important than the tomb; the king was now only the son of Ammon, the true and omnipotent father of heaven and earth, and it was in honour of Ammon, the principal deity of the Egyptian Pantheon, that the colossal religious structures of the Nile Valley were erected at Thebes, the greatest buildings that man has ever constructed and comparable only with the ancient pyramids of the earlier dynasties. One of the last of the Kings of Egypt, before the Græco-Roman period, was Nektanebis I (378-341 B.C.), a strong ruler and great builder of the 30th Dynasty, who died less than forty years before Alexander the Great took possession of Egypt. He ruled at Sebennytos, on the Damieta branch of the Nile. Nektanebis, in the manner of all Pharaohs, good and bad, built himself an avenue of sphinxes leading to the great sanctuary of Ammon at Karnak. The existence of this avenue has long been known, and part of it was unearthed some time ago. Mr. Zakaria Goneim, Chief Inspector of Antiquities for Upper Egypt, is now unearthing the remainder of this avenue, and he has found on one of the sphinxes an inscription recording the construction of the avenue by Nektanebis. Two of the sphinxes bear the head of the Pharaoh. The features are strong and well moulded, as they so often are in Egyptian Dynastic art. Egyptian art, indeed, was far from being hieratic, reproducing always the same set forms. Each of the sphinxes in the avenue is about 10 ft. long and carved from a single block of sandstone. The avenue, including the figures bordering it, is about 90 ft. wide.

On left—**PART OF THE NEWLY-UNCOVERED AVENUE OF SPHINXES: Such avenues invariably constituted the approach to the Dynastic Egyptian temple. They led to the first pylon, or triumphal gate, and within was a forecourt, a public place accessible to all. The present excavations at Luxor are being carried out under the supervision of Mr. Zakaria Goneim, Chief Inspector of Antiquities for Upper Egypt**

THE FRENCH STRIDE TOWARDS RECOVERY

A Change of Mood on the Part of the Workers

By FERDINAND TUOHY

"*QUE LA VIE EST ROSE*" (which I decline to translate as "How rosy is life") has been a popular song in France for some while, but whereas the last time I heard it sung—in the autumn—the suggestive accent seemed to be on the lake of pink spreading outwards from Communism, the rosiness now corresponds at least as much, if not more, to a renascent well-being and enjoyment of living.

There is no mistaking the change that has set in in France since the beginning of the year. Lately there have been almost leaps towards recovery, and while none of the possible obstructions are lost to view, that the marked improvement should be taking place in conditions of profound uncertainty—nothing less than the overhanging thought "The Russian can march to Brest"—justifies a reasoned confidence that French resilience and vitality are this time winning through.

Signs of springtime are divers, the first and most obvious being over food. After eight of the leanest years France can have known, food supplies are sufficient and scarcities at an end. Consumers are contented as to essentials—French essentials, which mean rather more than they do in the same line elsewhere. Rationing is rapidly on the way out. Only coffee, chocolate, oil, rice, sugar, and a selection of overseas groceries still require coupons. Presently the Food Ministry will be sunk to the status of a mere bureau.

There is a superfluity of wine, which equates an unlimited flow of excellent beer in England.

True, with the suppression of subsidies, expenditure on food makes inordinate inroads on the average family budget (as much as 60 per cent. of it goes in extreme cases). But the French always did spend more on food, relatively, than on clothes, household goods and distractions, and these are being rationed now by the purse. Shops are more than adequately stocked with such goods as shirts and shoes, suits and sheets, despite a lower production than before the war.

At the same time the retail prices of food are dropping, a matter which decisively influences the entire French economy. For if the needs of the table can be met by less outlay, then the insistence of wage demands is lessened, the rise of industrial prices through submission to such demands is averted, incomes do not continue to be inflated, depreciation of the franc ceases, and holders of francs stop getting rid of them in any sort of way—such as buying gold, buying anything liable to keep its value.

Actually French people, even the farmers and peasants, have been selling their gold, not the least cause of the appreciation of the franc by 20 per cent. on foreign markets. As there is reputed to be over £1,000,000,000 hoarded away, there was plenty of room for this display of confidence. None the less, much of the gold was parted with in order to buy subscriptions to the State Rehabilitation Loan of £100,000,000, the success of which was a main factor in the balancing of the Budget.

Appreciation of the franc is furthermore permitting more imports of raw materials, which represents one of France's weak spots—the relative lack of them compared with before the war. As with ourselves, steel affords the brightest page in home industrial production. This is up by 48 per cent. on 1938, and steel is about to be derationed. Industry as a whole is 9 per cent. up, yet so, unfortunately, are industrial prices—up. Heating, lighting and transport have all shown increases this year.

Life is still far from being rosy all round. Housing is another instance. The French have been in their most conservative mood over rents, which remained unaltered until recently, at the legal maximum of twenty-five years ago, despite devaluations of the franc. The result was that no landlord could afford to build for letting or to effect repairs. Last year 30,000 houses are said to have collapsed from unchecked wear and tear and sheer old age.

In Paris and the few big towns the cheaper hotels are full of permanent residents, often families complete, who do their cooking and washing in their rooms. In the war-scarred provincial centres, new building is going on, but not nearly enough, and the average scene four years after the Liberation is a Dunkirk or a Nantes dotted with pre-fabs and huts.

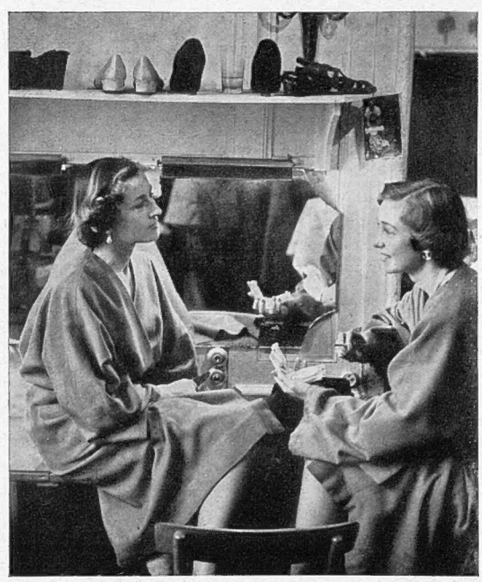
The French are taking their housing problem after their food problem, but it should be borne in mind that there is nothing like the press of population in France that prevails in England and parts of Wales and Scotland.

However, under radical new Rent Laws, building and house repairs are now to receive a big stimulus throughout France, which has a notably rising birth-rate for the first time in many years.

Yet another sign of recovery is the preparation to export on a larger scale, which will not go unrewarded, as it harmonises with general Marshall rehabilitation. The French hope to come by more vital sterling in this way, especially by a liberal agricultural flow to Britain, which can be expedited if we send over tractors, in which the French are woefully deficient, compared with ourselves. Yet France does not, it appears, wish to become "a second Argentina."

A PIONEER OF FRENCH AVIATION IS ACQUITTED IN PARIS: M. Dieudonne Costes (right), pioneer transatlantic airman, who made the first Paris-New York flight in 1930, appeared before a military tribunal at the Cherche Midi Prison, Paris, on March 14, charged with selling French aircraft secrets to the Germans in the Second World War. Charged with him was 2nd Lieutenant Paul Cavaillez (left), radio operator. M. Costes argued in defence that he fooled the Germans in order to get them to send him to America as a spy. In America, he said, he worked with the Allies. M. Costes, who became a member of the Aero Club of France in 1912, and during the First World War served with distinction in the French Air Force, established in 1926 a record for a straight-line, non-stop flight from Paris to the Gulf of Oman. In 1927 he was decorated for a flight from Paris to Rio de Janeiro. For his record-breaking achievement in 1930, in conjunction with Bellonte. Costes was made Commander of the Legion of Honour

And then there is the preparation to receive foreign tourists, notably Americans, as in the peak years of the '20's and '30's. A great industry to France is Tourism, and Marshall money has been freely directed to it in one way or another. Which brings one to the causes of the stride towards recovery.



GLORIA CLARRY, THE MANNEQUIN LONDON DESIGNERS OVERLOOKED: Gloria (on right) is seen in the dressing-room at Jacques Fath's Paris fashion house talking with one of the French models. Gloria is one of the eight chosen by Fath to show his new spring and summer fashions. Fath is the designer who put on a parade of fashion for Princess Elizabeth when she visited Paris with the Duke of Edinburgh a year ago. He thinks Miss Clarry has the perfect figure—5 ft. 6½ ins. high and waist 21 ins. (whittled down to 19 ins.). Gloria has been living in Paris on £5 a week, no mean feat these days. The same job in London would bring her £20 a week

In a process so complex and multifarious as the recovery of a nation's health no simple theory of causation suffices for an explanation. But if one had to put one's finger on the main underlying factor in France's case, it would no doubt be the bold course adopted in setting internal recovery first and removing the external deficit afterwards.

Under this course, which has been developing for the past year or more, national supplies were augmented with a disregard for the balance of payments. Better to have an ample external deficit, since generous American aid allowed it, and return to normality, said the French. Soon they must face up to reducing the external deficit, but they think they are in better case to do so than had they tried to pay it off *first*.

Proceeding: the French have pinned their faith to increasing the sources of primary products in the Marshall countries and their overseas territories, and to encouraging inter-European commercial exchanges, as the best means of gradually easing the dependence on dollars.

Among prime contributory causes, putting the French well on the road to recovery, have been:

Administrative economies amounting to a release of over 200,000 Civil Servants and employees in the nationalised industries. The trend is now away from excessive State control and towards an orthodox free economy, towards a marriage of some State controls with an extensive private economy.

A bumper harvest and a new-found will to deliver to the towns, although here there may be trouble owing to the fall in agricultural prices: farmers and peasants are pressing for a reduction of industrial prices and for export markets for their surpluses . . . "or else." The prospects for this year's harvest are regarded as highly encouraging. It is even possible she will achieve a carry over of 4,000,000 tons of grain.

A fall in world prices, which the French have been able to benefit by, thanks to an aversion to long-term contracts.

A change of mood on the part of the workers. Ever industrious by nature, many of these are becoming "unterrorised." A growing number are no longer slavishly following the Communist directives. They may not have changed, politically or ideologically; it is as if, feeling recovery to be in the air, and cognisant of its direct advantages to themselves, men and women are readier to give the new turn of events a chance, than to watch the Russians marching to Brest. It is a very different picture from last year when the Communists seized upon the chance to paint a woeful picture of France starving for the Roquefort and Camembert which a wicked Government had exported to "greedy England."

There has resulted a new spirit of internal compromise on such vexed questions as military expenditure, church schools, Indo-China, and the management of nationalised industries and wages and prices.

Mention should also be made of the reaction on internal conditions, effected by heartening French sallies in foreign policy. M. Schuman has put France back on the map in this realm. The international body in the Ruhr, a new readiness of London and Washington to heed French feeling and ideas in regard to the Germans, and France's Continental leadership of European Unity—her obviously sincere desire to join with friends wherever these may be—are evidences of it.

Nobody in France would be in the least surprised if *la vie en rose* were to be most rudely interrupted this spring or summer, consequent on strikes ordered by the Communists as their principal tactic against Marshall Aid. On the contrary, it is fully realised that the greater the success achieved, the more will be the temptation to sabotage the recovery. What does exist is a reasoned confidence that considerably more than the first step, which costs so much, has been taken.

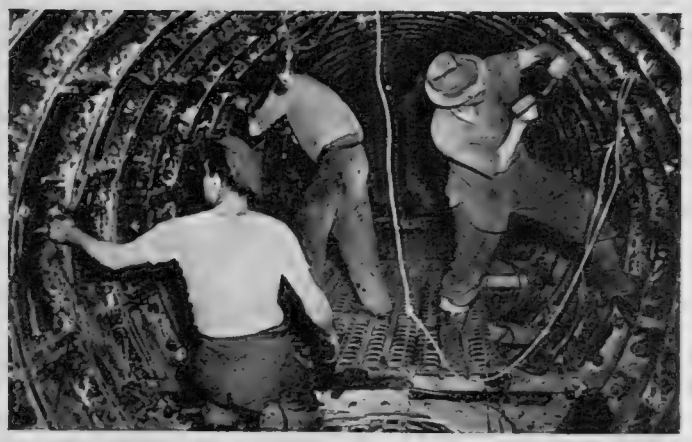
By whom?

That is interesting. I recollect shaking hands with M. Queuille on the steps of the Savoy (Embankment entrance) on the occasion of one of our wartime luncheons. We always shook the hand of new arrivals *de là-bas*, and here was a grey-haired, sallow, moustached, quiet little man. I remembered him in successive Cabinets as Minister of Agriculture over a period of a quarter of a century. I did not know he was a doctor, and the idea that Henri Queuille might one day succeed where the Great Man at the top of the stairs had tried and resigned, never entered anyone's head for a split second.

Interesting, too, is the composition of the Coalition Government which is presiding over the change for the better: Radical-Socialists, Popular Republicans (a liberal Catholic group), and "Blum" and Catholic Socialists. I suppose a fair equivalent in Britain would be: Liberals, Left-Wing Tories, Independents, and Right-Wing Socialists.

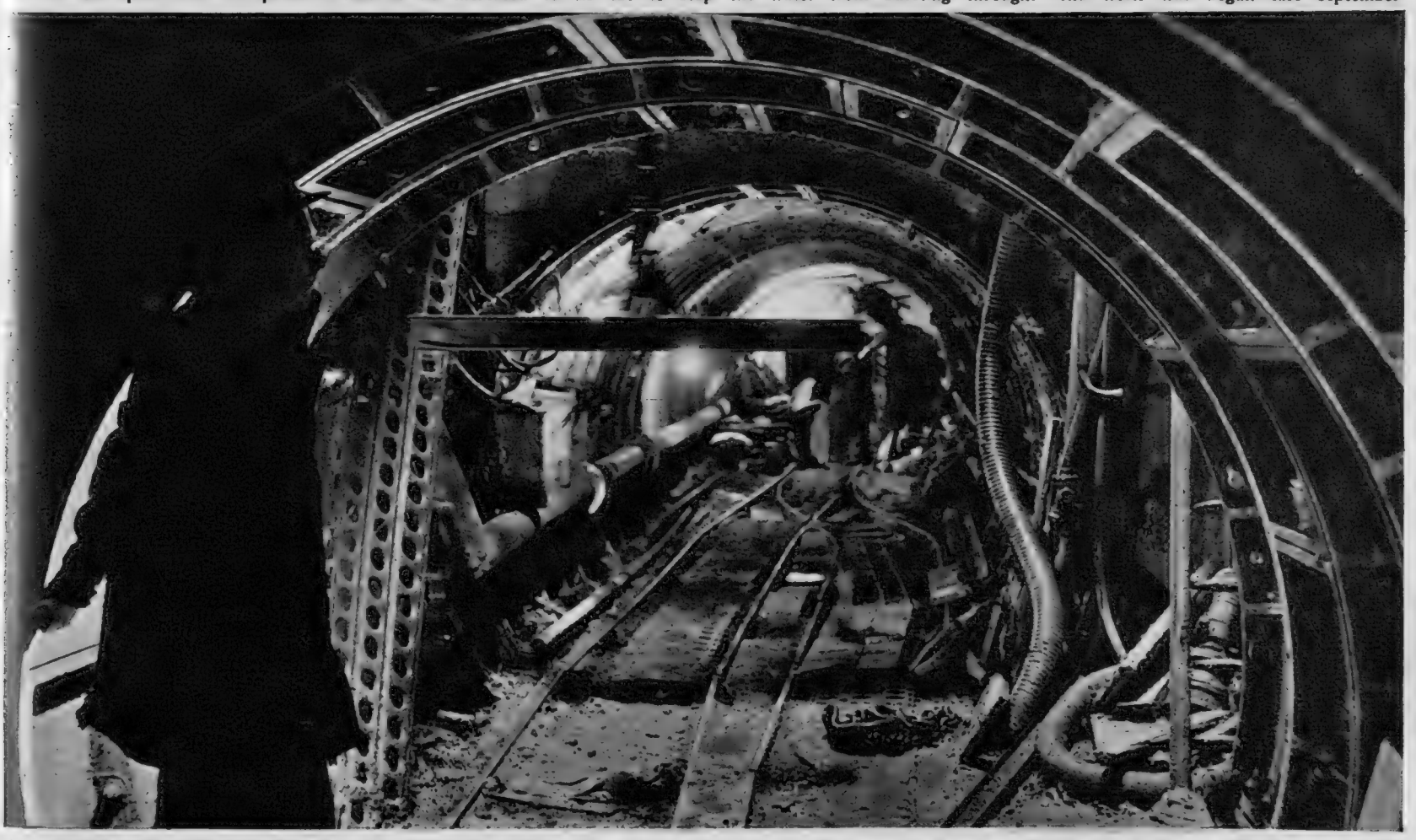
BUILDING THE NEW THAMES TUNNEL

A Cable Route from Battersea Power Station to Chelsea



CAULKING JOINTS WITH LEAD: Men working in the new tunnel which has been driven under the Thames from Battersea Power Station to Chelsea to carry cables to a new sub-station

ABOVE AND BELOW GROUND ON THE NEW TUNNEL: *Left*—The access manhole in Chelsea Bridge Road, and (*right*) a workman leaving the air lock leading to the under-river section of the tunnel. Work in the tunnel has been carried out in air pressures varying from 5 lb. to 28 lb. per square inch. At one point the air pressure had to be increased to 28 lb. to stop the water from bursting through. The work was begun last September



DAYLIGHT BREAKS THROUGH: This is the bottom of the shaft at the southern entrance to the Thames tunnel between Battersea and Chelsea. The diameter of the tunnel is 8 ft., and it is being lined with 1,900 tons of cast-iron, in the manner of the Underground system. On the south bank the tunnel is 76 ft. below ground

Two Thames tunnel projects are under way at the present time. The largest is the Dartford-Purfleet tunnel, a mighty engineering project which will provide a much needed traffic link between the Kent and Essex shores. At the moment only the pilot tunnel has been completed. The second project, which was begun last September and is now nearing completion, is the Battersea-Chelsea cable tunnel depicted on this page. This tunnel, designed to link Battersea Power Station with a new sub-station in Chelsea, has two bends of 500-ft. radius designed to miss the piers of the Victoria Railway Bridge, and it emerges opposite the Chelsea Barracks and the Royal Hospital Gardens. Despite the deviations from the straight, the tunnel was only $\frac{3}{8}$th of an inch out when it connected with the northern exit in Chelsea Bridge Road. Since last September the tunnel has been advanced at the rate of 60 ft. per week. The men in the tunnel have been working under varying pressure conditions, the maximum being 28 lb. per square inch

COMMERCIAL TWILIGHT ON THE ELSTER—THE LEIPZIG FAIR TAKES PLACE UNDER RUSSIAN AUSPICES: An advertisement for the Fair adorning a bombed building in the Saxon city, where posters deride the capitalists of the West and the Ruhr Statute, pointing instead to the glories of Saxony's Two-Year Plan. Leipzig has been gay with bunting and flags for the Fair, and shops have made lavish displays. The general impression is one of artificial prosperity. There is nothing very new to be seen at the Fair except improved cameras and sports cars, according to one regular visitor. The Leipzig Fair was founded about the year 1170. Between the sixteenth and eighteenth centuries it was fostered by the Margraves of Saxony. The Fair decayed during the Napoleonic Wars, but revived in the nineteenth century. The turnover in the present century has often exceeded £10,000,000. Apart from books, the chief trade is in those articles which cannot be well judged by samples

LEIPZIG, BERLIN AND KIEL

News from Three Cities at the End of the German Winter

LIFTING AIR-LIFT FUEL: Someone was looking the other way when these Berlin schoolchildren clambered aboard a loaded coal-waggon at the Tempelhof coalyard, filling their pails with fuel. The Tempelhof yard is the central distribution-point for air-lift coal supplying industries and public utility plants in the blockaded Western Sectors of the city

THE DEMOLITIONS CONTINUE IN THE PORT OF KIEL: A big gantry crane crashing into the water at the former German naval base, where dismantlement is on a vast scale in the former U-boat yards. Britain has obtained valuable supplies of scrap metal from Kiel since the close of the war, much of it coming from the 246 wrecks and sunken vessels recovered from the harbour under the supervision of Britain's Ministry of Supply. Last December it was stated that the scrap was being shipped to Britain at the rate of 20,000 tons per month, for which approximately £7 per ton is credited to the German economy. The German contractors have been jubilant at the high prices paid

A SYSTEM OF DEFENCE FOR GERMAN CIVILIANS AGAINST HOLD-UP ATTACKS: Fritz Harbach, of Offenbach-on-Main, has invented the system in order to safeguard himself from would-be attackers as German civilians are forbidden to carry weapons. On his arm (as shown in the picture on the left) he wears a small metal plate, like a wrist-watch, connected by a wire to a four-volt flashlamp battery and transformer (*right*) which take up no more space than a packet of cigarettes. Should an attacker approach, he raises his arm to make contact with the assailant, who is then expected to fall unconscious. The transformer increases the power to 1,000 volts — a shock which is sufficient to floor anyone

A TANK OF THE UNITED STATES CONSTABULARY, ITS CREW AND THEIR MODEL KIT LAYOUT: This impressive display, with every nut, bolt, spanner and piece of ammunition polished to the last degree, formed part of the parade of the 2nd Armoured Cavalry Battalion of the United States Constabulary on the grounds of the former Messerschmitt factory at Augsburg. The Constabulary was organised in 1946 as a super-police force against possible German civilian resistance. It has now changed its mission, and is described "as a streamlined tactical combat organisation of immense fire-power." Many of the 360 tanks in the Constabulary have been brought to Germany since the New Year in order to fit the Constabulary for its new and even more energetic role

THE BATTALION COMMANDER PARADES IN FRONT OF HIS TANK FORCE: A general view of the parade on the Messerschmitt field at Augsburg. The Constabulary's Commander, Major-General White, described to his civilian guests at the parade the colossal fire-power of the Constabulary, which he declared had the combat strength of a reinforced armoured division. Each battalion has seventeen medium tanks with a 90-mm. gun, and twenty-three light tanks with a 75-mm. gun

AMERICA'S ARMED MIGHT IN GERMANY

The U.S. Constabulary Show Their Strength at an Augsburg Review

There are about 93,000 American troops in the South German theatre, the personnel being about equally divided between the Constabulary, created to maintain law and order in the event of civilian resistance, and the First Infantry Division. Since the New Year the role of the Constabulary has changed swiftly, and last week's parade of its newly-acquired tank force at Augsburg was proof of its present striking power. In the event of hostilities in Germany, declares Mr. Jack Raymond, of the *New York Times*, the Constabulary could be sent out to strike in counter-attack at the flanks of an invading force. Major-General White's highly mobile unit, with its tanks equipped with 90-mm. and 75-mm. guns, positively bristles with arms The unit is administratively self-contained, having its own ordnance, medical and quarter-master departments and an air section consisting of two artillery observer planes. The Constabulary could move rapidly over long distances. Fifty per cent. of the troops have come to Germany since last Christmas. Constabulary officers have expressed a preference for such men rather than for veterans.

1. **RANGOON IN THE GRIP OF A GENERAL STRIKE:** White-clad members of the All-Burmese Federation of Service Unions seen marching through the city

2. **OUTSIDE THE WALLS OF RANGOON PRISON:** With loudspeaker cars, members of the All-Burmese Federation relay messages to their imprisoned leaders

3. **ALL HAVANA WAS AROUSED:** A drunken United States sailor seen perched on the head of the statue of Jose Marti, Cuba's national hero

1 and 2. BURMA'S PLIGHT: The demonstration of trade unionists in Rangoon, seeking release for their imprisoned leaders, was but one of many troubles besetting the Burmese Government, which has on its hands the Karen rebellion and a fight for economic existence involving the need to sell the rice crop at all speed. By last week the success of the Karen attack on Mandalay had all but reduced Government control in Burma to the city of Rangoon itself, and the Government's complete weakness and failure to use its military strength was apparent to all. The root of the Karen rebellion lies in the long antagonism between the Burmese and the non-Burmese races. It hurt the pride of the Burmese that the Army and the police of the Union were largely manned by Karens, Shans, Chins and Kachins, and as a result the Foreign Minister formed an All-Burmese force. This has proved a tragic mistake, and a complete reversal of the policy of the late Aung San, who sought to foster good relations between all the peoples of Burma. Last week the position in Burma was described as "worse than at any time since independence."

3, 4 and 5. U.S. SAILORS PROFANE A CUBAN STATUE: A carrier, three minesweepers and a tugboat of the United States Navy paid a visit to Havana earlier this month. Among the several thousand sailors who went ashore from the visiting ships were three from the United States minesweeper *Rodman*, who, after getting "roaring drunk," cavorted round the statue of Cuba's national hero, Jose Marti, while rage swept through a swiftly-gathering crowd of Cubans in Central Park. One of the sailors climbed to the top of the statue, perching on the head of the Apostle of Liberty, and another attempted to scale the monument. The crowd threatened to lynch the sailors, and the police fired into the air to save them. But for the excellent, prompt and effective work of the police, declared Captain Thomas Cullen, Naval Attaché of the United States Embassy, there would have been an extremely serious riot. On the following day the United States Ambassador to Cuba, Mr. Robert Butler, placed a wreath on Marti's statue. He went to the Central Park, Havana, in company with Carlos Hevia, Cuba's Minister of State, and in reading an official apology from the base of the statue, expressed "very profound regret at the unfortunate conduct of several sailors of the United States Navy." Before Mr. Butler's speech about 200 Havana University students demonstrated before the United States Embassy in down-town Havana, shouting "Fuera, Yanquis!" ("Get out, Yankees!"). Two stones were hurled through a window of the Embassy. The three sailors involved were later released and handed over to the navy.

FOREIGN NEWS IN PICTURES

A Survey from the Old and New Worlds

A BRIDGE ON WHEELS: Koochiching County, Minnesota, acquired this girder bridge from the State at a bargain price, but faced the problem of getting it to a site on the Rat Root River. A firm of house-moving contractors provided the answer, and the 26-ton structure made the journey without a hitch

4. **AFTERMATH OF A CUBAN SPREE:** American sailors waiting to be taken back to their ships. Before their arrest they were nearly lynched by a Havana crowd for defiling Marti's statue

5. **THE UNITED STATES AMBASSADOR MAKES AMENDS:** Mr. Robert Butler reading an official apology at the base of Marti's statue

6. **EINSTEIN ON HIS SEVENTIETH BIRTHDAY:** The scientist at his home at Princeton, New Jersey, with a group of young displaced persons

7. **PRESIDENT PERON AND THE ARGENTINE ARMY:** The President and his wife, Eva Peron (in white), with General Molina, War Minister, and the wives of high Army officers

6. ALBERT EINSTEIN AT SEVENTY: The great physicist, who won fame by his solution of the problem of the mysterious behaviour of light—an incidental part of his special theory of relativity for which verification has been coming from fellow-scientists year after year since it was first published in 1905—has just celebrated his seventieth birthday at Princeton University, where he is Professor of Theoretical Physics. To mark the occasion, Princeton arranged a symposium on the theory of relativity in contemporary science, more than 300 specially-invited scientists attending an all-day session. Einstein's abiding interest in the cause of humanity, and in particular of Europe's displaced persons, is exemplified by the picture on this page showing him with members of a party of newly-arrived refugees from Europe who called on him on his birthday. Einstein was exiled by the Nazis after they came to power in Germany in 1933, and his comments on their regime, it will be remembered, were both fearless and penetrating.

7. BEHIND THE SCENES IN ARGENTINA: On March 10 President Peron and Senora Peron visited garrisons at the military base at Campo de Mayo and the air base at El Palomar, both of which are about twelve miles from Buenos Aires. The intention of the visit was clearly to refute rumours published abroad alleging discord between the President and the Argentine Army leaders. Senora Peron's presence at the military luncheon at Campo de Mayo had special significance, because her name was linked with the rumours, and her widespread public activities were alleged to have caused discontent in the Army. On March 16, fortified by the Army's open support, President Peron took the oath of allegiance to the new Argentine Constitution, which supersedes the Liberal Constitution of the year 1853. The Radical Opposition minority was not present at the ceremony in the Chamber of Deputies. The chief change in the Constitution is the eligibility of the President for re-election, whereas formerly Presidents of the Argentine could not succeed themselves. Argentina's finances are in a deplorable state at the present time, owing to the "spending spree" following the war in Europe. Alluding to a rumour that Argentina might seek a dollar loan, President Peron recently declared, "I would shoot myself before signing away Argentine independence."

THE NEW PREMIER OF NATIONALIST CHINA: General Ho Ying-chin, former Minister of National Defence, who was persuaded last week to assume office in place of Dr. Sun Fo, reported to be on the verge of impeachment. General Ho Ying-chin is a prominent leader of the Whampoa Generals' Clique

8. THE U.S.S. "TARAWA" GOES INTO COLD STORAGE: While America is going full speed ahead with rearmament plans, she is still putting some of her big ships into cold storage, the latest example being this 27,000-ton carrier of the Essex class which is seen in the picture against the impressive background of Brooklyn Bridge and the Manhattan skyline. As the Navy soft-pedals, doubtless awaiting new developments in guided missiles, the Air Force goes ahead with all speed, organising new long-range bomber groups specially equipped for carrying atom bombs.

9 and 10. AFTERMATH OF WAR IN ISRAEL: The exchange of Israeli and Egyptian prisoners is yet one more step forward towards the permanent settlement in the Near East—a settlement from which an expanded Israel is emerging. With Transjordan also agreeing to lay down her arms, it seems improbable that Syria, Iraq and Lebanon will wish to continue the fight. Israel now has under her control 6,800 square miles of the approximately 10,000 square miles of Palestine. The area has a population of 800,000 Israelis and 100,000 Arabs.

8. **VISITOR TO BROOKLYN:** The United States aircraft-carrier "Tarawa" on the way to the New York Navy Yard to be inactivated

9. **ISRAEL AND EGYPT EXCHANGE PRISONERS:** Israeli girl prisoners at Gaza, where the exchange took place under supervision of an Armistice Commission

10. **CROSSING THE LINE:** Israeli prisoners, some of the few captured by the Egyptians during the early days of the struggle, seen arriving at Gaza

BRITAIN'S REGIMENTED TREES

The Forestry Commission's Work at Thetford Chase Reflects the New Trend

BRITAIN'S NEW TIMBER—PREPARING A REGIMENTED FOREST AT THETFORD CHASE, NORFOLK: Planting two-year-old Scots pine seedlings at the Santon Downham Nursery which forms part of the Norfolk Estate begun in 1921. In a Forestry Commission report, the sturdy old timber of England is stated to be giving way to foreign softwoods, and it is said that within a generation the oak, ash, beech and elm may be familiar only in parks and botanical gardens. The new softwoods which, it is claimed, can meet nearly 100 per cent. of our timber needs, are now being cultivated on a vast scale, and new forests are rising throughout the country, to supply over a third of Britain's timber requirements

THERE IS NO WASTE IN THE FOREST: Thinnings from the estates are dragged out into the fire roads before being taken to the depot, where they are prepared for selling as pit-props, pulpwood, etc. Thinnings represent 2,000,000 cubic feet of wood per year

EVERY PRECAUTION IS TAKEN AGAINST THE ENEMY OF THE WOOD: Fire-beating brooms standing ready beside a warning notice

A VITAL PRECAUTION AGAINST FIRE: These broad cuttings through the Thetford estates serve the double purpose of providing easy access for vehicles to the point of any outbreak and of checking the spread of fire. High Lodge Tower, seen at the end of the fire road, is one of five 100-ft.-high watch-points. Anti-fire precautions may cost £150,000 in a single year

INSPECTING THE EMERGENCY WATER SUPPLY: Forester C. W. Redford, who has 4,000 acres under his control, keeps a watchful eye on the water which may one day be needed to extinguish a major conflagration. One fire a short while ago destroyed 600,000 trees

Our traditional hardwoods are being replaced by regimented green-black forests of foreign softwoods such as Sitka spruce, Japanese and European larch, Norwegian spruce and Corsican pine. This information is contained in a report of fifty Forestry Commissioners who have been making a survey of Britain's 4,500,000,000 trees. To-day, home-grown hardwoods are needed only for making piles, carpentry tools and "class" furniture; they have to be reared on rich farmland, and take up to 200 years to mature. On the other hand, the invading softwoods can thrive on the pinched soil of moor and mountainside, and it takes only seventy years for a Corsican pine to soar 100 ft. high. Of the many new forests which have arisen, Thetford Chase is now a thriving estate of 43,000 acres, employing some 700 workers. There are actually thirteen separate forests in the Chase which came into being in 1921. Not one fully-grown tree will be felled there for another forty years, but every seventy years of growth over each acre has to be thinned from 2,000 to 200 trees. Forestry work on such estates constitutes a new British industry. It already employs nearly 13,000 workers, and will give forest work eventually to 50,000, and wood industry work to 200,000.

"NELSON'S" LAST VOYAGE

The Veteran Battleship Leaves the Forth for Inverkeithing

ARRIVING AT INVERKEITHING BAY AT THE END OF HER LAST VOYAGE FROM ROSYTH: H.M.S. "Nelson," heroine of the Malta convoy and many another engagement in the Second World War, being manœuvred by tugs as she arrived at the Fifeshire shipbreaking yards. "Nelson" is one of the five capital ships which Britain is scrapping under the Admiralty's naval modification plans announced in January 1948. She was launched in 1925, and when Lord Hall gave the news that the five ships were to go he told the House of Lords: "The First Sea Lord and I feel like padres taking a funeral service for a number of old friends. The ships the Admiralty are scrapping are old friends in every sense of the word to every officer and man in the Navy"

THE "NELSON" PASSES BENEATH THE FORTH BRIDGE: The veteran battleship en route to Inverkeithing Bay, Fifeshire, where she follows the "Rodney" and the "Revenge," and will no doubt, in due course, be followed by the "Royal Sovereign," lately returned from Russia under the terms of Anglo-Russian Lease-Lend

H.M.S. *Nelson* fought both in home and Far Eastern waters during the Second World War. She escorted the Malta convoy of August 1942 in one of the darkest periods of the war in the Mediterranean, and subsequently she took part in the African landings, the invasion of Sicily and Italy, and operations against the Japanese in Malaya. It was on board the *Nelson* that the Armistice with Italy was signed on September 9, 1943. The *Nelson* was really a reduced edition of the 48,000-ton battleships ordered in 1921 and later cancelled. She was of 33,000 tons. *Nelson's* sister-ship, the *Rodney*, now nearly demolished, also saw service in the Mediterranean, and during the Normandy landings was one of the warships which bombarded strong-points on the French coast.

SKI-ING in SCOTLAND

The R.A.F. Mountaineering Association and the Scottish Ski Club

THE R.A.F. MOUNTAINEERING ASSOCIATION HAS A SKI-ING MEETING ON THE CAIRNGORMS : Wing Commander Smyth, leader of the ski-ing party of eighteen airmen, crosses a bridge on the slopes of Cairngorm

CLIMBING CAIRNGORM IN HEAVY SNOW : The climb of 3,000 ft. up the corrie took them two hours. The R.A.F. Mountaineering Association holds a meeting every three months. Last summer a party went to Switzerland and, earlier this month, a week was spent ski-ing in Scotland. They stayed at Glenmore Lodge, near Aviemore, and the party of eighteen airmen, from stations all over Britain, took a week's leave and managed to get some good sport. Some of their best sport was obtained in Corrie Cass. After a two-hour climb to a height of 3,000 ft., they could ski down to Loch Avon. The president of the R.A.F. Mountaineering Association is Air Marshal Sir Ralph Cochrane, who paid the party a visit during the week.

THE R.A.F. SKI-ING PARTY ON THE LOWER SLOPES OF CAIRNGORM : *On left*—A rest during the 3,000-ft. climb. *On right*—Wing Commander Smyth leads the party, who operated from Glenmore Lodge. Weather conditions were not good for ski-ing in other parts of Scotland, some events being cancelled

THE SCOTTISH SKI CLUB HOLDS A MEETING ON BEN LAWERS AND BEN GHLAS : The snow-line was nearly 3,000 ft. up and competitions had to be cancelled. Over 150 sportsmen had assembled at Killin for the Hird Trophy and the Pitman Quaich Competition, on the Sunday before last, but conditions were so bad that the events had to be cancelled. Fierce gusts of wind whipped up the snow to make visibility practically nil, and the competitors had no alternative but to return home, hoping to hold the events, which are regarded as the Scottish championships, on the next week-end. On the following Tuesday, Miss Alison M. Band, an eighteen-year-old student of St. Andrews University, died as a result of a fall near the summit of Ben Nevis. She was carried to an Alpine hut 2,500 ft. up, after the accident and, later, a stretcher party carried her body down the mountainside to Fort William

ST. MARGARET'S BAY, DOVER, WHERE THE SEA NOW SWEEPS IN ALMOST UNCHECKED: Dilapidated houses on this once fashionable coastal fringe, near Dover, where the main sea walls have collapsed and the process of erosion continues apace. St. Margaret's Bay was left derelict following its use as a battle school during the war. Recently the further undermining of the sea wall, and the collapse of 70 yards of it, still further jeopardised the property

DERELICT ST. MARGARET'S BAY

The Combined Effects of War Damage and Sea Erosion

In November 1947 THE SPHERE published pictures of derelict St. Margaret's Bay, indicating the swift process of erosion upon the Kentish shore at this point; but nothing has been done about the matter, and now comes further news of deterioration, the March gales having contributed to the undermining of a section of the sea wall. Should the process continue, the twenty houses in the bay area may be swept away. Most of the houses are derelict as a result of the war, but one, it is understood, is still in occasional use by Mr. Noel Coward. Dover Rural District Council and St. Margaret's Bay Preservation Society are pressing for the Bay to be restored to its pre-war state, and it is understood that the now completely inadequate sea defences have been a matter of recent discussion among Government departments. The Government's promised Coast Protection Bill is at present before Parliament.

On left—**THE DERELICT SEA WALL AND HOUSES: A general view of St. Margaret's Bay, showing part of the sea wall damaged in the March gales**

ADELIE PENGUINS FOR ENGLAND

The Birds in their Antarctic Haunts

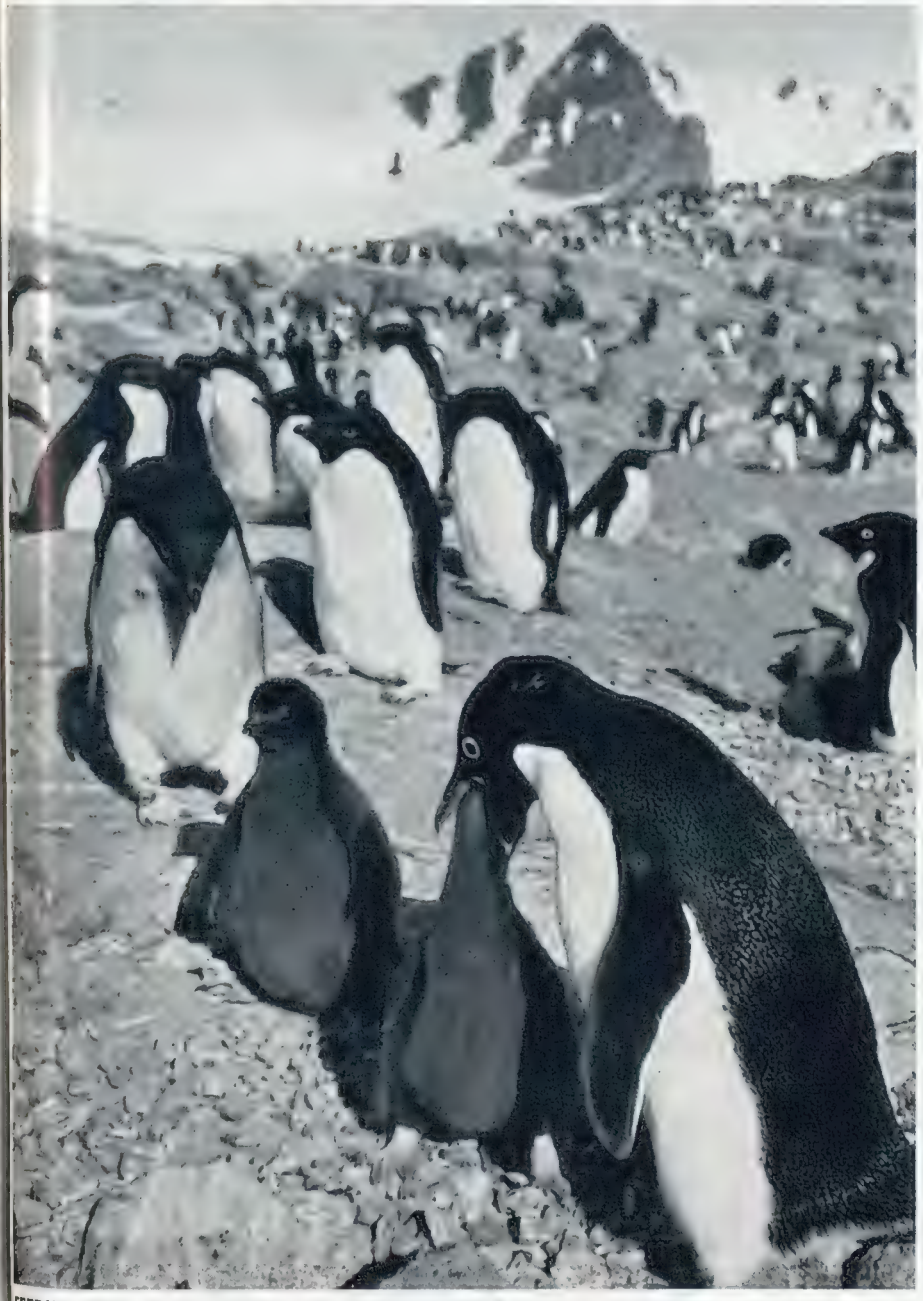
The news that Adelie penguins are bound for the London Zoo from Graham Land, having been taken by H.M.S. *Sparrow* to Port Stanley to be flown the rest of the journey, is a matter of much interest, for the Adelie species has not been seen in this country for twenty-five years.

Relatively little is known about the penguins of Antarctica, but the British scientists of the Falkland Islands Dependencies Survey are making a close study of them, and it is hoped before long that we shall have a much clearer knowledge of their way of life. The pictures on these pages for the most part show Adelie penguins, and were taken during the Antarctic summer. The penguin eggs, a rather acquired taste, as they have a slight flavour of paraffin, constitute a welcome change in the diet of our Antarctic explorers, and they must have eaten thousands of them, particularly in omelettes, since the first meteorological base was established at Marguerite Bay in 1943.

WITH THE ADELIE PENGUINS OF GRAHAM LAND: The penguins' only enemy in the water is the spotted seal. The birds jostle each other on the edge of the water, persuading each other to take the first plunge. The first bird proves whether or not the coast is clear, and if it survives the others follow it in search of the small sea life on which they live. The Royal naval sloop H.M.S. "Sparrow," which is now returning to England from the South Shetlands, where she was locked fast for fourteen days in the Antarctic ice, brought some Adelie penguins from Antarctica to the Falkland Islands for flying to Britain

SWIMMING IN THE CRYSTAL-CLEAR WATER ON AN ANTARCTIC SUMMER DAY: The penguin is adept in the water, where it uses its sleek wings as paddles, driving itself forward with powerful thrusts. Frequently, when the birds want to emerge from the water on to the coastal ice-shelf, they propel themselves from the sea and pop on to the ice like corks released from the bottom of a bath. *On right*—Fledgling penguins, in their black down. They feed on opossum shrimps, squids and fish, thrusting their beaks deep into those of their parents for their meals. The old birds protect the young with snapping beak and flapping flippers when the skua gulls swoop menacingly over the rookeries

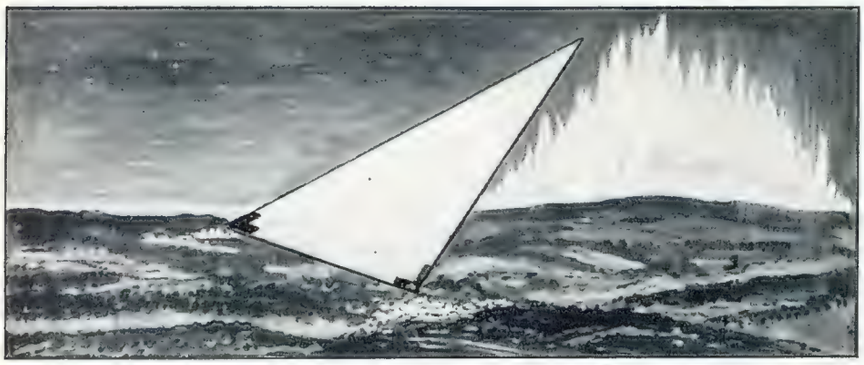
SOMETHING WRONG IN THE ROOKERY—A HEATED ARGUMENT BETWEEN TWO ADULT PENGUINS: The penguins are a source of constant entertainment to the British explorers occupying the various weather stations in Graham Land. The birds make excellent pets, and deputations from the rookeries frequently visit the base huts for a feed of corned beef and table scraps. Two young birds are recorded as having eaten nine tins of bully beef at a sitting. This picture was taken at Marguerite Bay, headquarters of the Falkland Islands Dependencies Survey, where Adelie penguins are under observation



FEEDING-TIME IN A ROOKERY IN THE SOUTH ORKNEYS: A young bird puts its head into the parent's beak when being fed, a habit which suggests that the parent bird is about to devour its youngster. Penguins lay their eggs during the early spring, never more than two in a nest, which comprises a mere scraping among the stones

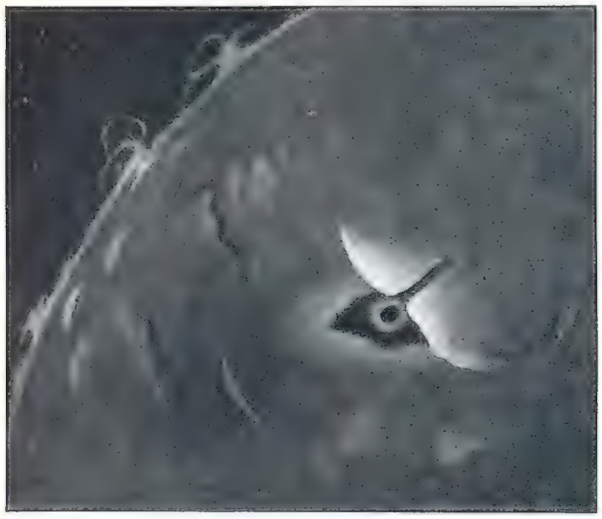
PENGUIN POSES: A photographer of the Falkland Islands Survey making pictures in a penguin rookery. These rookeries are invariably noisy places, the birds' only winged enemy, the skua gull, keeping the penguins in a constant state of excitement. The skua lives largely on penguin eggs, and the chicks if it can get hold of them

A GENTU PENGUIN OF SOUTH GEORGIA: This species, one of the twelve known species in Antarctica, is distinguished by a white patch on the head. British scientists, at the six permanent bases in Graham Land and its flanking islands, are making a close study of the penguins there. The birds are being weighed, measured and ringed so that the course of their migrations may be studied



TWO OF BRITAIN'S AURORA-WATCHING STATIONS: March is a month of auroral displays. From the watching stations at Aberfeldy and Blairgowrie simultaneous angular measurements on a known base are made to ascertain the height of the aurora. The auroral curtains are capable of creating neutralisation of the ionospheric layer and radio impulses are no longer reflected, thus causing breakdowns in radio communications. It is because of these breakdowns that scientists are giving such attention to the aurora

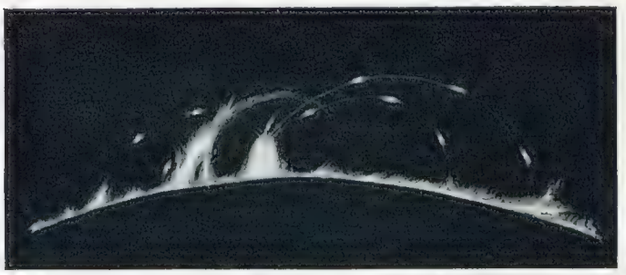
EMANATIONS FROM A SOLAR FLARE SPIRALLING TOWARDS THE EARTH'S UPPER ATMOSPHERE: British scientists working under Sir Edward Appleton have found, when working with radar at a period of sunspot maximum, that emanations from sunspots create a hissing noise on a radar receiver when the receiver is directed towards the sun (that gigantic solar radio station). The effect is shown at the same time as a disturbance on the cathode tube of the receiver. The importance of the discovery lies partly in the fact that it will give early warning of wireless fade-outs and of the possibility of magnetic storms. It may lead also to a vast increase in our knowledge of the universe



On left—**A SOLAR FLARE OBSERVED VISUALLY ON THE SUN'S SURFACE:** This impressive example was seen from Sherborne with the aid of a spectro helioscope. It burst into a blaze of dazzling light, sending towards the earth those emanations which cause magnetic storms and auroral displays

A METALLIC PROMINENCE SHOOTING ABOVE THE SUN'S SURFACE: These displays contain other matter than hydrogen. The prominences shoot upwards with rapidity; sometimes 400,000 miles in an hour. The lower part of this drawing represents the vortex of a sunspot

A TYPICAL AURORAL CURTAIN: In general the aurora appears as a whitish arc of light or quivering, rapidly-moving beams; but in its most spectacular form the auroral curtain gives the appearance of numerous great folds of drapery, as shown in this diagrammatic drawing



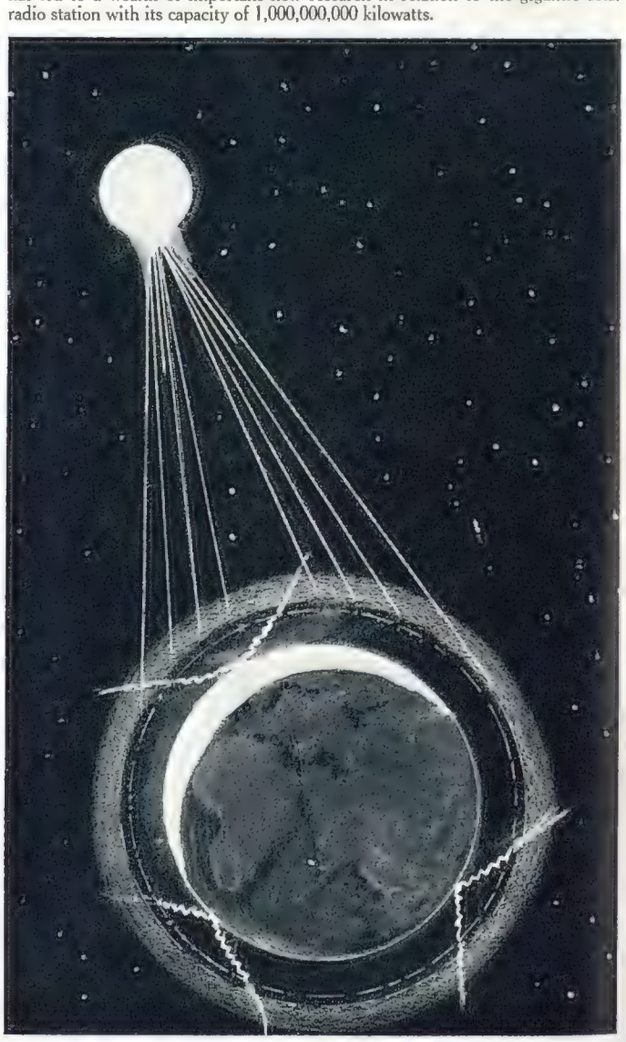
SOLAR PROMINENCES CAN NOW BE STUDIED AND FILMED WITHOUT WAITING FOR AN ECLIPSE: These gigantic flames, extending thousands of miles into the solar atmosphere, tend to build up into a cone from which emerge thin streamers, along which clots of superheated matter pass, returning in a gradual curve to the solar surface. This diagrammatic drawing was made after a recent presentation of a film record of these solar prominences given at the Royal Astronomical Society

SUN WATCHING

OUR SCIENTISTS STUDY AURORAL DISPLAYS, SUNSPOTS, AND SOLAR PROMINENCES

March, a Month of Intense Solar Activity

The world is entering upon a period of intense astronomical research. On Mount Palomar, California, the world's most powerful telescope-camera is probing the secrets of the remote galaxies, 1,000,000,000 light years away, and there Dr. Edwin Hubble has only lately taken photographs of celestial families, each containing more than 100,000,000 individual stars at even greater distances from the earth. In Britain our scientists are directing their attention on the sun, and the discoveries of Sir Edward Appleton and his team of workers in 1946, the start of a period of sunspot maximum, are already leading us along the way to a vast increase in our slender knowledge of the universe. The month of March is of particular importance to our scientific sun watchers, for it is a month of auroral activity, and the drawings on this page relate to the effect of solar flares and other phenomena upon radio communications, creating the remarkable auroral curtains which in 1946 were seen from the Channel Islands, the east coast of Ireland, Cornwall, Devon, South Wales and Lancashire. Sir Edward Appleton's discovery that sunspot activity had the effect of creating a hissing noise on a radar receiver, when the receiver is directed towards the sun, has led to a wealth of important new research in relation to the gigantic solar radio station with its capacity of 1,000,000,000 kilowatts.



THE SUN, A GIANT RADIO STATION, AND ITS INFLUENCE UPON THE EARTH, A GIANT MAGNET: This drawing shows how emanations from sunspots and flares convert the earth's outer atmosphere into a conducting medium. Radio waves are no longer reflected, but escape into the outer atmosphere, causing a fade-out. Watchers from the earth see a series of remarkable auroral displays—*Drawings by Percy Home*

LAUNCHING COSMIC-RAY BALLOONS

Tests are Conducted from an American Carrier in the Caribbean

A BALLOON OF POLYETHYLENE IS INFLATED WITH HELIUM ON THE FLIGHT-DECK OF THE UNITED STATES AIRCRAFT-CARRIER "SAIPAN": The project was carried out by the Office of Naval Research in the course of a training cruise to Guantanamo, Cuba. The 100-ft. balloons used in the experiment carried recording instruments to a height of 90,000 ft. and more in order to record cosmic radiation at vast altitudes. After a predetermined period the instruments were released from the balloons by timing devices and, after descending by parachute, were retrieved from the sea by helicopters. Only one instrument was not retrieved. The balloons are extremely fragile

A HELIUM-INFLATED BALLOON IS NEARLY READY FOR LAUNCHING: By turning the carrier "Saipan" down-wind and cruising at the same rate as the wind velocity, it was possible to create a calm for the inflation and launching of each of the fragile 100-ft. bags made of the plastic known as polyethylene

A PLASTIC BALLOON SOARS SKYWARD: One of the fragile bags on its way to a height of 90,000 ft. or more after launching from the 14,500-ton carrier "Saipan"

Cosmic rays, originating outside the terrestrial atmosphere, which they are continually bombarding, have been the subject of intensive research in the past decade, and in 1942 a Soviet expedition in Armenia, working at 10,000 ft., observed a new group of particles neither electrons nor mesotrons. Now the American scientists are aiming to go ten times the height achieved by the Russians, and some of the polyethylene balloons released from the U.S. carrier *Saipan* in the Caribbean reached over 90,000 ft.

Before taking them to sea the plastic balloons of this type were tried out at Camp Riley, near Minneapolis, and proved their worth. On board the *Saipan* were Dr. Frank Oppenheimer and Dr. Ney, of the University of Minnesota, who prepared the instruments for two of the flights, and Dr. Serge Golian, of Brookhaven Laboratories, and Dr. Marcelleo Vidallo, of the University of Chicago. The recording instruments parachuted from the balloons are now in course of being analysed by the scientists.

THE OLD CHURCH OF ST. MARY'S : There are many graves here of people drowned when their craft foundered on the rocky coastline of the Scillies, bearing testimony to the large measure of truth at one time to be found in the proverb that for every man dying a natural death in the islands the sea took nine. The cabbage palm flourishes on St. Mary's, and particularly on the neighbouring island of Tresco

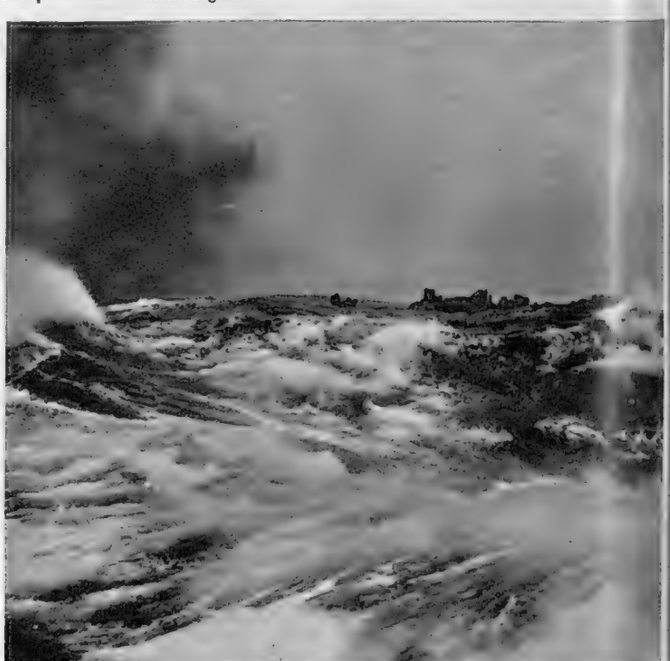
DAFFODIL TIME ON A WINDY SLOPE ABOVE THE SEA : An early spring scene on the island of St. Mary's, which at this time of year sends tens of thousands of blooms to the London market. At one time potatoes were the main early crop in the Scillies, but flowers have proved very much more profitable

Four Hundred Years Under the Crown

DAFFODIL TIME IN THE SCILLIES

The Western Islands as Winter Turns to Spring

Four hundred years ago, on March 20, 1549, Thomas Seymour of Sudeley, Lord High Admiral of England, and arch intriguer in an age of intrigue, was sent to execution for fomenting opposition to the Throne, one charge being that he had entered into relations with pirates on the coast of Scilly (whom it was his duty as Lord High Admiral to suppress) with a view to securing their support. When Seymour met his end the islands passed to the Crown, and ever since then they have been administered as part of the Duchy of Cornwall. Here, where piracy and smuggling once flourished, a law-abiding people, numbering no more than 2,500, now live by trading in flowers, growing daffodils and narcissi in the mild climate in order to catch the early market in London, Manchester and Birmingham. New potatoes, tomatoes, and other early vegetables also do well in the Scillies, and at this season of the year the work in the wind-swept market gardens, each protected by its own stout hedges, is at its height. Of the forty islands in the group, as distinguishable from rocks and islets, only about five of them are of any importance—St. Mary's, Tresco, St. Martin's, St. Agnes and Bryher. The chief island, St. Mary's, has a county status, though its local council has little power. This island has nine miles of road twisting among the tiny farms and hamlets ; nine miles that begin and end at the capital, Hugh Town. Built of local granite, this town of some 700 inhabitants sits on a sandy isthmus, holding the two parts of the island together.



CONTRAST FROM THE ISLANDS OF THE WEST : *Left*—**Daffodil pickers at work on Lunnon Farm, St. Mary's, a view looking towards Porthellick Bay and Dickie Cairn.** *Right*—**Mighty seas round the coast of St. Mary's, where there have been so many great shipwrecks, some induced in earlier days by the treachery of the inhabitants, who set false lights to lure the navigators on to the rocks.** In 1707 Sir Cloudesley Shovel perished in the shipwreck of his flagship *The Association*, which struck the rocks near Scilly. Of the 800 men on board not a soul was saved. It is said that Sir Cloudesley was alive when he reached Porthellick, but that he was murdered for the value of his rings

THE CAPITAL OF THE SCILLY ISLES: Hugh Town, St. Mary's, seen from the Star Castle (on left), dating from the days of Elizabeth, to the modern church. The wooded island in the far distance towards the right is Tresco, famed for its sub-tropical gardens where fuchsias, geraniums and myrtles attain an immense size, and aloes, cactus and prickly-pear flourish in the open. The islands lie only 25 miles west by south of Land's End, and receive their unusual warmth from the Gulf Stream. The islands, which may be distinguished from mere rocks, number about forty, and the group has a total area of 4,041 acres. Hugh Town, the only town in the Scillies, is the loading point for the flower-boxes which, at this season, pack the hold of the mail steamer on every journey

BUILT OF GRANITE ON A SANDY ISTHMUS: An aerial view of St. Mary's, showing Hugh Town, linking the smaller, fortress area of the island with the larger, farming area. Hugh Town has the unusual distinction of having a sandy beach on both sides of the town. On the summit in the foreground is the Elizabethan Star Castle, the scene of stirring events in the Civil War, when the Royalist Sir John Grenville held St. Mary's and used it as a base to sweep the surrounding seas. This year marks the 300th anniversary of his occupation, just as it also marks the 400th anniversary of the adhesion of the islands to the Crown

1. £8,000 WANTED FOR THE CHURCH OF ST. GEORGE THE MARTYR: Unless this sum is forthcoming this Holborn church is doomed

2. SITE OF ST. BARTHOLOMEW'S, GRAY'S INN ROAD: The church wil be rebuilt under the War Damage Fund and will take the congregation of St. George the Martyr

3. A CHIMNEY HAS ITS LAST FIRE: The 80-ft. chimney on a bombed site at Holborn Circus collapsing as supporting joists were burnt away

1 and 2. PULLING DOWN A DERELICT CHURCH TO FILL A CHURCH THAT DOES NOT EXIST: This is what may happen in the Holborn area of London in the near future unless the sum of £8,000 is raised to ensure the repair of the Church of St. George the Martyr, Queen Square, Bloomsbury. The Diocesan Reorganisation Committee, thinking of the financial aspect, states that repairs to St. George's will cost £11,000 and of this sum only £3,000 is recoverable from the War Damage Commission, as there was dry-rot in the timbers before the war. The congregation of St. George's will find solace at St. Bartholomew's, Gray's Inn Road, which was completely destroyed in the war and can be completely rebuilt at the cost of the Commission. When that rebuilding will be achieved is a moot point. The church of St. George the Martyr, which Thackeray mentions in *The Adventures of Philip*, was built in 1706. From 1747 until his death at his home in Queen Square, St. George's rector was the famous Dr. Stukely. He was an unconventional clergyman, being more interested in Druidical rites and antiquities, and on one occasion postponed the service for an hour so that his congregation might witness an eclipse of the sun. When he was nearly seventy-six Dr. Stukely preached for the first time in spectacles, taking as his text, "Now we see through a glass darkly." His sermon was on the evils of too much study.

3. A FREE SHOW AT HOLBORN CIRCUS: An 80-ft. chimney, quite a landmark in the Holborn area, was brought down last week in the centre of a bombed site by the insertion of wooden joists in a section of the chimney's base. A big fire was then lit at the base of the chimney, and as the joists burnt away the whole structure collapsed in a heap of dust and rubble. This eastern end of Holborn is still a wilderness of blitzed sites, rivalled only by the vast area of Cripplegate north of St. Paul's.

4. AN OUTSIZE TUN FOR GUINNESS: This huge new fermenting tun, the first ever to be made completely of stainless steel, caused something of a traffic problem when it was taken from Leven through Glasgow to the docks, where it was to be shipped to Dublin. It holds 300,000 half-pints of Guinness. Five of these monster tuns are being constructed in Scotland for Guinness's Dublin brewery. They weigh nearly 10 tons each.

From LONDON and the PROVINCES

A Pictorial Record of the Home News

5. THE NEW BANKSIDE POWER STATION: Many Londoners opposed the extension of Bankside, and the Dean of St. Paul's, foremost among the critics of the scheme, declared that the chimneys of Bankside would challenge the supremacy of the Cathedral on the opposite side of the river. After modifications to the original plan, and a statement that everything would be done to make the new

PAUL ROBESON AND THE RUSSIAN VIEWPOINT: The singer stresses a point while speaking as guest of honour at a joint meeting of the Scottish Renaissance and Scottish U.S.S.R. Society in Glasgow. Robeson had previously given a recital at St. Andrews Hall, of spirituals, folk songs and excerpts from opera

4. STRENGTH THROUGH JOY! A fermenter for the firm of Guinness passing through Glasgow en route to the docks, where it was shipped to Dublin

5. ST. PAUL'S NEAR NEIGHBOUR: Work in progress on the extension to Bankside Power Station which is being built on the south bank of the river

6. **A £300 PLOT MAY GO FOR £15 : This property in South Croft Road, Orpington, provides a test case for the Land Board's compulsory purchase powers**

7. **NEW LOCK GATES FOR SHOREHAM HARBOUR : Shoreham is preparing to receive larger colliers to bring fuel to her vastly enlarged power station**

Bankside harmonise with its surroundings, the work was put in hand last year. Already massive retaining walls have been built, and foundations have been sunk for the boiler-house and the chimney, but it will be some time yet before the new station rears its gigantic bulk and Londoners can decide for themselves to what extent St. Paul's has been menaced. Bankside has had a crowded and not very creditable history, from very early times having been the location for a series of places of amusement and vice. Among the places of amusement were the bull-baiting grounds. Nearby were the Stews, some eighteen houses of prostitution, legalised and leased from the Bishops of Winchester.

6. THE PRICE OF A PLOT : The first use of the Government's over-riding powers to buy valuable building land at farmland prices was made last week. Two people who are joint-owners of a one-fifth-acre plot in South Croft Road, Orpington, Kent, were notified that the Central Land Board intend to buy the plot compulsorily. The owners are Mr. J. C. Walker, a builder of Birchwood Road, Wilmington, and Mrs. Margaret Avery, a widow, of Shepherd's Lane, Dartford. The current open market value of the plot is estimated at between £300 and £325. Mr. Walker declared in an interview: "Taking in what we paid for this land, the interest on loans, and what we have paid for road-making, sewage and other services, that plot has cost us between £100 and £105." Mr. Henry Prall, chartered surveyor, who is acting for the owners, estimates the "existing use" value of the plot—which is what the C.L.B. will pay for it—at between £12 and £15. The C.L.B. has made it clear that this is regarded as a test case.

7 and 8. BIGGER SHIPS FOR SHOREHAM : New gates, each 26 ft. long and weighing 26 tons, are being fitted to the outer entrance of Prince George Lock, Shoreham Harbour. The new gates are costing £14,000 and form the first part of the new harbour extensions to be carried out at Shoreham at a cost of £1,500,000, to allow larger colliers to bring fuel for the power station now under construction. Work is now well under way on the power station. The first pile for the support of the 900-ft.-long building was driven in by the Mayor of Brighton in November 1947—now there are between 4,000 and 5,000 concrete piles. Shoreham power station is expected to be complete by 1952.

A WAR-HERO DOG IS DECORATED BY EARL WAVELL AT THE "IDEAL HOME" EXHIBITION : Antis, an Alsatian, abandoned in a ruined chateau when the Germans invaded France, received the dogs' "V.C." for saving life. He is seen making friends with Diana Astley, Lord Wavell's granddaughter

9. A HOUSE OF MANY MEMORIES : Leinster Corner, Bayswater Road, was the home of Sir James Barrie before he went to Robert Street, in the Adelphi. While in Bayswater Barrie spent many an hour wandering in Kensington Gardens. Leinster Corner is now the home of Lord Kennett, a former Minister of Health, and in a studio of the back garden the late Lady Kennett, widow of Captain Robert Falcon Scott, worked at her sculpture.

10. A STATELY ELIZABETHAN MANSION : Longleat, standing in a vast park renowned for its trees, is the seat of the Marquess of Bath and one of the finest examples in the country of sixteenth-century domestic architecture. The house was begun in 1567 at the cost of Sir John Thynne and after designs by John of Padua. It was completed about 1580, and later Wren made some additions. Longleat, with a front extending to 220 ft., contains a massive hall and a large portrait gallery, with portraits by Reynolds, Lely, and Van Dyck. The park is fifteen miles in circumference, and through it flows the River Frome.

8. **SHOREHAM'S NEW POWER STATION : Work in progress on the site at Southwick. The station will be generating power in 1952**

9. **WHERE BARRIE WROTE "PETER PAN" : Leinster Corner, Bayswater, is being repaired. The house is now the home of Lord Kennett**

10. **LONGLEAT TO BE OPENED TO THE PUBLIC : The famous mansion and its park will be open from April 1 under a new arrangement made by the Marquess of Bath**

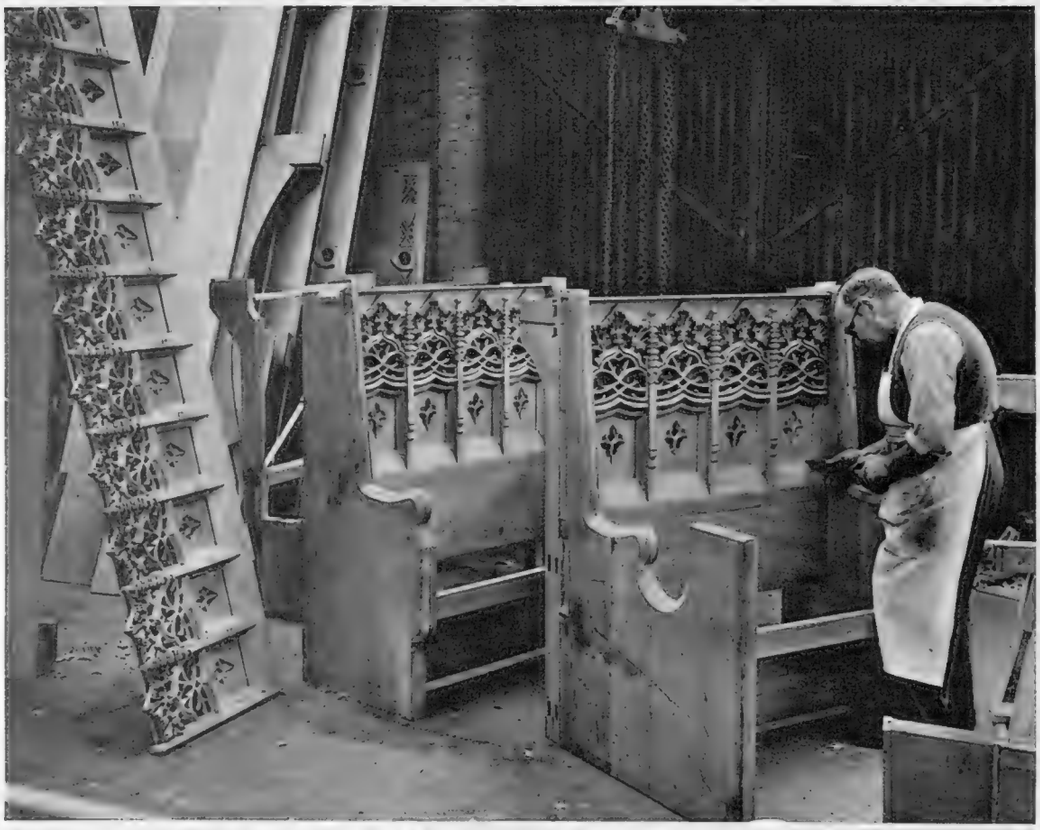
REPAIRS TO THE VICTORIA TOWER OF THE HOUSES OF PARLIAMENT: Mr. Wadley, an expert stonemason, engaged in the restoration of the stonework and the replacement of worn architectural features.

CRAFTSMEN IN STONE AND WOOD

At Work on the House of Lords and the House of Commons

While men are at work near by building the new House of Commons, to take the place of the building destroyed in the blitz, no fewer than fifty miles of scaffolding have been put up round the Victoria Tower, and it is reckoned that masons will be engaged on the structure until 1957. The Victoria Tower, the largest of the three towers of Parliament, is 75 ft. sq. and reaches to a height of 336 ft. The stone now being used in the restoration is of the same type as that which is clothing the exterior of the Commons. It is brought from the celebrated Clipsham quarries in Rutland

HIGH ABOVE THE WESTMINSTER TRAFFIC MR. WADLEY WORKS WITH HAMMER AND CHISEL ON THE FACE OF THE VICTORIA TOWER: The building has been in existence less than 100 years, but because of the nature of the Yorkshire stone originally used, it is crumbling badly



FURNITURE AND FITTINGS FOR THE CHAMBER OF THE NEW HOUSE OF COMMONS: *Left and right*—Modern panelling and benches made at Green and Vardy's factory at Islington. Some of Britain's finest hand-carvers are at work at the factory, having emerged from retirement in order to lend a hand

All the oak used in the House of Commons is to be stained a grey shade by spraying it with sulphate of iron, a chemical which the Medieval monks mixed with their ink when writing their parchment records. It is found that natural oak does not keep its original colour, soon changing to much less attractive tones, and for this reason Sir Giles Scott has decided on spraying. Sir Giles has been a frequent visitor to Islington during the progress of the cabinet-making work. All the detail of the carving, which includes a great variety of floral devices, was designed by Sir Giles. J. L. Green and Vardy have carried out work on many buildings of national importance, including Liverpool Cathedral.

BASKET-MAKING IN SOMERSETSHIRE: The ancient craft is carried on with very little change at Athelney Marshes, which still possesses one of the best basket-making industries in England. *On left*—**A machine is now used to peel the willows or "withies."** *On right*—**Modern plastic material is used to plait the arms and backs of chairs, but the essential character and design of the chair are unchanged.** It was on the Isle of Athelney, about seven miles from Taunton, that King Alfred hid for nearly a year when driven from his throne by the Danes in 878; and where, in 888, he founded a Benedictine Abbey, which no longer exists. The legend of the cakes sprang from his exile at Athelney, and it is close to the spot where the famous incident is said to have taken place, that the above pictures were taken. The method of basket-making has changed very little from the earliest times; simple tools like the shop-knife, picking knife, bodkin, shears, and an iron for closing up the weaving still being employed. The machine for peeling the willows saves considerable time, as this process was originally carried out entirely by hand. Baskets and chairs are exported all over the world from Athelney Marshes

Craftsmen in Stone and Wood

BASKET-MAKING, DRYWALLING, AND WOOD-CARVING

DRYWALLING AT RIEVAULX: The old craftsman, with his young assistant, is repairing a stone wall bordering a lane near Rievaulx Abbey in Yorkshire. In Yorkshire, Derbyshire, Northumberland and in the hunting districts of Leicestershire, the drywall is considered superior to hedging and there is concern regarding the lack of experienced drywallers. In some districts, classes are being arranged and competitions held to encourage recruits to the craft. No mortar is used in drywalling; the wall being constructed with large stones forming the base and sides and the centre filled in with smaller stones and chips. The outer stones are shaped with the drywaller's hammer. Some of the higher walls are tapered at the top

A CRAFTSMAN WOOD-CARVER WORKS ON THE REPRODUCTION OF A QUEEN ANNE-STYLE LEG: Italian born Mr. Bob Jannone is at his bench at the firm of James Walker, Ltd. Behind him can be seen carved trusses for mantelpieces and on the bench are some of his 150 tools

A FINE EXAMPLE OF THE WOOD-CARVER'S ART: This carving of the arms of Earl Jellicoe, is to hang at the Royal Naval School at Holbrook. It was designed by Mr. Allan D. Reid, F.R.I.B.A., and stands about 4 ft. high. Wood-carving, like other crafts, is suffering from a shortage of skilled men. In the London area, there are now only about sixty, all of whom are over middle-age. In the same area, in 1911, there were some 600. Modern, unadorned architecture is blamed for this rapid change, but it may be that some architects avoid embellishment because of the lack of craftsmen. It takes eight years to turn an apprentice into a craftsman and very few young men are prepared to spend so much time in learning a trade. At the London firm of James Walker, Ltd., ten craftsmen are employed and there is only one apprentice and one improver. A skilled wood-carver must be a good draughtsman; have an eye for line and form; he must be ambidextrous and be skilled in the use of the 150 different tools of his trade. Mr. James Walker began wood-carving at the age of thirteen and has made a special study of the work of Grinling Gibbons. It was his firm which was entrusted with the restoration of Gibbons's carvings at Hampton Court and which restored the carvings at Marlborough House for Queen Mary. At present, James Walker Ltd. are making chairs and fald-stools for the King and Queen, which are to be presented to Westminster Abbey by the Canada Club in London as a memorial to Canadians killed in the war

THE THAMES AND ITS CONSERVATORS

Too Much and Too Little Water Provide Their Basic Problems

By CHARLES GRAVES

ALMOST every day one reads about the Thames breaking its banks or that an official drought has occurred. At the same time, one hears about anglers protesting that rivers have been polluted, or that the Atomic Research Station at Harwell is causing grave alarm from the point of view of its effluents. The citizens of no other civilised country in the world would be so long-suffering as the British when it comes to alternate phases of floods and droughts. It is not, however, as simple as all that. The Metropolitan Water Board has been trying for a long time to secure suitable land for building gigantic new reservoirs which would store sufficient water for any emergency like the one which is now threatening both Switzerland and Spain. Unfortunately, reservoirs cannot be built anywhere. Topography is a matter of supreme importance, as also the question of the pumping stations disfiguring the country. In fact, the Metropolitan Water Board is now intending, after months of planning and controversy, to deposit a Bill in the House of Commons which would give it authority to buy the most suitable land for these reservoirs, even if it is against the wishes of the present owners. Simultaneously, the Thames Conservancy is intending to deposit a Bill in Parliament enabling it to increase their income from its pre-war level of £145,000 with a view to improving and renovating various weirs and locks, and generally making up for the lack of maintenance during the six years of war.

One of the most ancient locks in need of reconstruction is the Old Windsor Lock, which alone will need £30,000 to £40,000. During its reconstruction, incidentally, the Thames will have to be closed in that area for three months, probably during February, March and April of next year. Another job which has already been put in hand is the permanent reconstruction of part of Teddington Weir, which was hit by enemy bombs in November 1940. Altogether there are locks at forty-four different places on the Thames between Teddington and St. Johns, the most distant point where it is navigable, 124 miles away. Some of these locks are over 100 years old, the most modern being the King's Lock, above Oxford, built twenty years ago. At some places like Sunbury and Teddington, there are two or even more locks. At Marlow, part of the weir was reconstructed last year with a novel design of gates which makes them as inconspicuous as possible.

Back in 1930 an improvement scheme necessitated an outlay of £300,000 which included intensive dredging between Shepperton and Teddington, and a new channel at Halliford Bend at Weybridge, together with increased weir capacity at various points. The Thames, however, is still only half tamed, and tends to assert itself every now and then. It would, of course, be physically possible to build banks on either side of the river all the way from Bletchley to Teddington, but the price would be fantastic and it would look hideous.

Oddly enough, the recent dry weather has not had much effect on the amount of water in the river. February is a deceptive month. Its reputation of being "fill-dyke" is quite unjustified, and the recent lack of rain is not so disproportionate as the layman might have expected. It is more the sunshine which was so unusual.

The Thames Conservancy, which is responsible for the "health" of the Thames, is a remarkable organisation and, unlike other bodies, seldom draws attention to its various activities, except for the annual report and speech by the chairman, who has the apt name of Sir Jocelyn Bray. At present it is more busy than ever as a result of the Ministry of Town and Country Planning, and the determination of the Government to lay on water in as many rural districts as possible. The plans for two of the new satellite towns, Bracknell and Crawley, are already affecting the Thames Conservancy.

The jurisdiction of the Conservators as a navigation authority extends from Cricklade to Teddington and, for the prevention of pollution, their powers extend over the whole catchment area of 3,812 square miles, which include parts of fourteen counties. The Conservators were originally incorporated by the Thames Conservancy Act ninety-two years ago. Their powers were extended and enlarged by various Acts in Victorian and Edwardian times, right up to the Port of London Act, 1908, after which their powers and duties were further amended and finally consolidated in 1932. It is their job to look after locks, weirs and ferries, the appointment of water bailiffs for the protection of the fisheries, the removal of sunken vessels and other obstructions not only from the river, but also from the towpaths; dredging, the prevention of pollution, the registration of steam launches, houseboats and pleasure boats; the levying of tolls on all vessels and the registration of all navigation on the river. Their totally inadequate income is derived from a number of sources, chief of which are the Metropolitan Water Board, £90,000; other water undertakings, £9,000; contributions from counties and county boroughs, £6,000. Their tolls on barges, tugs, wharf dues and pleasure craft come to another £16,000. The registration and fees for houseboats, launches, pleasure boats and weir permits adding to £18,000 a year. Other oddments, including penalties for pollution, faulty navigation, and the hire of craft, bring the grand total to £145,090.

Among the staff there are twenty River Purification inspectors, who dash off to the scene whenever it is reliably reported that fish are dying, and take samples of the water. It is not so simple as all that, however, to discover the source of the pollution unless the effluent is still pouring into the river. So-called fish mortality is usually caused by individual incidents and occasional discharges of chemicals, not by any normal aggravation of the ordinary contents of the river water.

Unlike Northern rivers, the banks of the Thames are not heavily industrialised. Above Teddington, there are a number of paper mills at Wycombe, the Croxley mill in Hertfordshire, a milk factory or two, and the Witney blanket mills. Even these are to be connected from a sewage point of view with the main schemes in the fairly near future. The chief worry of the Conservators, in fact, is not so much effluents from factories as sewage disposal from neighbouring towns. This definitely deteriorated during the war, and local authorities are now being warned by Whitehall to be very careful in the future. As I have said, the position has been complicated by the determination of the Ministry of Health that all rural areas are to have water supplies laid on. This inevitably means that sewage disposal will have to be extended very considerably. In addition, the new L.C.C. housing schemes at Merstham, Oxhey and the Eton rural area will mean that bigger and better sewage disposal will have to be organised.

The Atomic Energy Research Establishment at Harwell has already caused grave concern. It was on June 27, 1948, that a radio-active effluent was first discharged into the Thames. This has continued intermittently. All possible precautions are being taken to ensure that the radio activity does not exceed the maximum safety level laid down by a special committee of the British Medical Research Council.

The importance of the Conservators' work in preventing pollution of the Thames, and its contributories, is shown by the statistic that two-thirds of the daily supply of water was supplied by the Metropolitan Water Board and taken from the Thames, as is done by other companies and local authorities. The main tributaries are the Rivers Windrush, Evanlode, Cherwell, Ock, Thame, Kennet, Lodden, Colne, Wey and Mole.

For the purposes of inspection and detection of pollution the area of 3,812 square miles is divided into seven districts. Ditches or streams communicating directly or indirectly with the Thames above Teddington are also inspected, together with all towns, villages, sewage disposal works, factories and farms, the drainage from which is likely to pass ultimately into the Thames.

A final point about pollution: owing to the shortage of houses, numbers of people have taken houseboats on the river above Teddington; many of them are not fully cognisant of their responsibilities with regard to the discharge of sewage into the Thames. Sewage, incidentally, includes bath water and kitchen sinks, the waste from which is regarded as offensive and/or injurious within the meaning of the Act. All kitchen waste, refuse or litter of any kind must be disposed of on land, and not thrown into the river. For the disposal of all this the Conservators have provided facilities at three different locks, and propose to add to their numbers. When anybody lends or hires a houseboat, it is important that the new tenant appreciates the requirements of the Thames Conservancy, otherwise they can be heavily fined.

The most attractive of the many activities of the Conservators is, as most people realise, the protection of the swans, which, however, are owned by the King, the Vintners and the Dyers. All three owners have their personal swanmaster. Since 1910, royal swans are no longer marked. This marking, or "upping," is effected by cutting the upper mandible of the bird and stopping the slight bleeding with pitch. The Vintners' Company's swans are given two small nicks; the Dyers' swans have only one. Operations are conducted by officials in six boats, and upping is considered as good sport because of the vigorous resistance offered by the birds. Their number is maintained at 610 grown birds, 65 belonging to the Dyers, 45 to the Vintners, and the remainder to the Crown.

THE WATER BUSES BEING GOT READY AT SHEPPERTON FOR SERVICE ON THE THAMES: The newly-launched "Oinette," the "Oat," and other craft at their moorings. The Thames river-bus service is to start again on April 12, and it will run into the autumn as long as demand continues. Plans are on hand to enlarge the service this year, and negotiations are proceeding for new piers at Hammersmith, London Bridge and Temple. The service will re-start with twelve buses, and new buses will join in later in the season

ANOTHER HIGH TIDE ON THE LONDON RIVER: Lunch-hour visitors to the Tower of London watching the water as it neared the danger-mark for the second time within a fortnight

THE SONG OF BARBARA ALLEN : Barbara (played by Sheila Burrell), whose free-and-easy ways are the talk of the village, sings her song about the witch-boy who comes down from the mountains to find a bride, while her fellow-villagers in Buck Creek listen to the eerie ballad that has no ending. This is one of the opening scenes in Peter Brook's magnificent production, *Dark of the Moon*, by two American writers, Howard Richardson and William Berney. *Dark of the Moon* received a tremendous reception from critics and public alike when presented at the Lyric. It comes to the Ambassadors on April 12

WITCHCRAFT in HAMMERSMITH

"Dark of the Moon." A Brilliant New Play at the Lyric

Few more strangely imaginative plays have been seen in London in modern times than *Dark of the Moon*, the story of the witch-boy of the Smoky Mountains who, scorning the eagle upon which he rides the skies, and his witch-girl companions, seeks the love of the beautiful, but not good, village maiden, Barbara Allen, and gets himself changed into the semblance of a mortal. If he can keep Barbara Allen faithful to him for a year he can remain a mortal, but the pious people of Buck Creek, moved by their religious urgings, combine to achieve the witch-boy's undoing, and the revivalist meeting at which they attempt to save Barbara's soul has an authentic touch beyond dispute. From start to finish this fantasy moves at a fast pace, with superstition, romance and humour neatly blended, and there are moments when the witch-boy, immersed in the toils of human grief and his earthly love, holds the theatre spellbound.

THE ALLENS DEBATE THE QUESTION OF THEIR DAUGHTER'S BETROTHAL : Mr. Allen (John Kidd), a mountain type, his son Floyd (Peter George), Preacher Haggler (Craddock Munro), who is partial to the Allens' corn whisky, and Mrs. Allen (Joan Young)

"WITH THIS RING I DO THEE WED" : John, the witch-boy (William Sylvester), marries Barbara (Sheila Burrell) in the general store at Buck Creek. Preacher Haggler (Craddock Munro) stands upon a pair of steps conducting the ceremony

BARBARA LEARNS THAT HER CHILD IS A WITCH : Her mother, Mrs. Allen (Joan Young), breaks the terrible news, while the aged Mrs. Bergen (Edie Martin) and Mrs. Sumney (Joan McArthur) look on. *On right*—**BARBARA ALLEN DIES AS THE MOON BREAKS THROUGH :** The dramatic finale when John becomes a witch again because of the unfaithfulness of his wife. He spurns her body and turns once more to the soulless witches (Mary Laura Wood and Sandra Dorne). The witch-boy now knows that he is faced with 300 years to live before he fades for ever into the mist of the Smoky Mountains

The World of Books—By VERNON FANE

BOYHOOD in AUSTRIA, GIRLHOOD in BROOKLYN

Finely Conceived Novels by Hans Yanar and Betty Smith

TO the best of my belief, Hans Yanar's ONE PAGE MISSING (Gollancz. 9s.) is the first novel by a film actor that I have ever read, but that is not its only claim to distinction, since it is a really touching picture of a boyhood spent in Austria about the time of the First World War, though not greatly affected by that. The boy, Matthias, is brought up mainly by his grandparents owing to his father's lack of interest after he and the boy's mother separate. She is a mediocre opera singer whose chief talents lie in her attraction to men, and although, at first, the boy idealises her and waits eagerly for her rare visits, he is disillusioned long before he reaches manhood.

Matthias's grandmother is a religious fanatic, and her rigid insistences on hell fire and punishment for the most trifling offence or even carelessness frighten the young boy into a morbid observance of church-going and confession, until his mind is put at rest by a wise old tutor, who discovers that the child has had the fear of death implanted in him, and manages to eradicate this terror through his own kindly and simple words.

There is not a great deal of action, but the incidents, small as they are in themselves, are described with a charming naturalness, and the result is an authentic picture of the growth of a little boy's mind and sensibilities.

"Hope ever urges on, and tells us to-morrow will be better," wrote the Latin poet, and Miss Betty Smith has taken the title of her new novel of Brooklyn life from that. It is as optimistic in its final message as its title, though the story itself may be held to be sad to the point of misery. Margy is a Brooklyn girl who has begun to earn her own living but who still lives at home and, in what Miss Smith tells us is the Brooklyn way, hands over her pay-packet unopened to her mother.

The allowance that her mother hands back is a weekly two dollars, and on this Margy must build her little private pleasures, take her fares and buy her pathetic luxuries. She is a pleasant, affectionate girl, and when she makes friends with a young man of the neighbourhood, naïvely expects him to cherish her and eventually to marry her, which he does, though in a half-hearted way that would have chilled a less hopeful creature than Margy.

TO-MORROW WILL BE BETTER (Heinemann. 9s. 6d.) is the record of her small worries and plans and treats, and of the two major tragedies which finally prove her to have a strength of character and an essential sweetness that her mild behaviour had cloaked. When her longed-for baby is born dead and when, after that, she has to face the break-up of her marriage through coolness and indifference, her real nature shows itself equal to life and, without heroics, she plans her new existence.

There is sentiment in this novel, but it is warm without being cloying, and is the sentiment of simple things naturally expressed. The fact that their expression is the result of a conscious and mature art makes that simplicity all the more vivid.

ALEXANDRA (Hamish Hamilton. 9s.) is the story of two women from an American town, one of whom becomes an actress of considerable fame, but turns violently away from the world of the theatre and even the everyday world at the height of her success, while the other woman, her constant friend who grows up with her, remains a quiet and self-effacing figure, but sturdy and convinced in her devotion to her more glittering companion.

The books that I have read by Miss Gladys Schmitt in the past have been on a more grandiose scale, and it is interesting to see how this writer deals with the intimate and the small, close focus. On the whole, the change has been successfully made, and it can certainly be said that *Alexandra* is extremely readable, and likely to appeal more to women than to men.

EDEN EDEN (Gollancz. 8s. 6d.) is an odd kind of detective story, and I still don't think, having read with care, that the fictional appearances of Mr. Anthony Eden and one of his well-known and becoming hats have much to recommend them. I don't know what he feels about it. But apart from these undiplomatic and therefore all the more essentially fictional incidents, the story has considerable vitality and pace.

DIPLOMATIC INCIDENT DURING CARNIVAL TIME IN CUBA: This mask, seen in Havana during the Springtime Carnival which started recently in the Cuban capital, brought a protest from the Soviet Legation, Havana, to the Cuban Ministry of State on the grounds that "Masks resembling Stalin are now being sold in Cuba." In view of this discourtesy the Government was asked to prevent the sales. Cuba replied: "The effort of the Soviet Legation to apply totalitarian repressive measures is unacceptable"

Mr. H. K. Fleming's novel is far-fetched as well as far-flung—its action takes the reader from Yorkshire to Baltimore and on to New Orleans—and it is intricate to the point of frenzy, with its oil-diviners, archæologists and innocent prize-fighters all pursuing their ways. Perhaps it is just the richness of these complications which gives the book its flavour though, and which deserves the rare praise of originality.

To say that a writer is sensitive often connotes a delicacy and even a lack of strength in his work, but a proof that this need not be so is given in Miss Kay Dick's first novel, BY THE LAKE (Heinemann. 8s. 6d.). This is another story of youth, of a boy growing into adolescence in the beautiful and stately city of Geneva. Robert is an English boy with a flighty English mother and a more sober, and more constantly affectionate Swiss stepfather, who decides on the place of the boy's education, and who decides rightly, for the boy comes to love not only the enchanting place itself, but the old couple who care for him, and who show him an unvarying kindness through all the small emotional storms that beset him.

Miss Elizabeth Parsons is the author of THE NIGHTINGALES SING (Hamish Hamilton. 8s. 6d.); a volume of seventeen little tales, some of them tenuous almost to transparency, but all informed with a sense of style. One of them deals with a yearly trip by boat to the long summer holidays in Maine; others again of summer and little boats, and one of a kitten and a scythe. It might be said that none of them is significant or even important in the vast and expanding world of letters, but that they make good reading, and second, that they have an essence of recollected experience which might be poetic.

SILENCE FOR THE MURDERER (Hodder and Stoughton. 8s. 6d.) is another of Mr. Freeman Wills Crofts' well-knit sleuth stories, if so melodramatic an epithet may be used for processes that are in the main common-sense. A man is demobilised from the Army, as a result of wounds, and his girl friend, meeting him at the station, is amazed at the change in him from an open-handed, cheerful fellow to a cowed, fearful and rather shifty individual. However, he reassures her, perhaps in too facile a way, and after a time she embarks with him on a career of petty crime, for the first time in her life, and with a kind of hypnotised disgust.

That's a fair beginning and Mr. Crofts takes it through to a logical if rather sanguine end. Between the two is a long and close-packed story of murder, clue and suspicion.

With incongruous mildness, the killer in Miss Elizabeth Ferrars' new mystery remarks: "Perhaps it wasn't really a good idea, murdering him . . ." but by that time the story has ended, and those are its last words. THE MARCH HARE MURDERS (Crime Club. 8s. 6d.) may be an over-ingenious title, as I think it is, but the construction of the story is only ingenious to the required degree in these matters, and gives the author scope for some unusually good characterisation—the part of a detective story that is often a long way below par.

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A Treatise on the Art Forger's Art

A fortnight ago there was a Press report that an unknown El Greco painting had been found in Castile, a mere five lines lacking any expert confirmation. That confirmation may be forthcoming; but meanwhile the sceptics will predominate, for the world of art has in the past decade been fooled as never before with the forgeries of Van Meegeren, who foisted his fake Vermeers on Hermann Goering and won the recognition of the Boymans Museum, Rotterdam, not to mention a host of art experts. Nowadays the tendency must be to pause lengthily before the acceptance of newly-found masterpieces, but even so, Dr. Hans Tietze, author of GENUINE AND FALSE (Max Parrish. 10s. 6d.), a new treatise in the "Approach to Art" Series, on copies, imitations and forgeries, is so convinced of the enormous gullibility of human beings and of the subsequent determination of deceived experts to defend their untenable positions, that he holds out little hope of immediate victory over the forger. He says this despite new and powerful methods of chemical and physical investigation, such as macrophotography, photomicrography and infra-red rays. The forger, however, has steadily found the battle more violent, and if he is to succeed (as Van Meegeren did in playing upon Dutch pride and pleasure in the discovery of the "Christ at Emmaus" in a Paris attic), he must set the trap with cunning. Mere technical ability will not suffice. Dr. Tietze has written a fascinating book upon this subject, choosing his illustrations with skill. His story of the 2,414 Corots acquired by Dr. Jousseaume, a paralytic French doctor, during a lifetime of purchasing from obscure dealers at low prices is, perhaps, the most astounding he has to tell. The 2,414 masterpieces were later declared, beyond doubt, to be fakes, but not before a rumour had been put round about Corots "secret work," a rumour which was believed widely enough to turn the Jousseaume legacy into a gold mine.

In the same "Approach to Art" Series, H. Ruhemann contributes ARTIST AND CRAFTSMAN (Max Parrish. 10s. 6d.). This is a volume of less spectacular interest, but its genuine value to the student is obvious. In general, it may be said that the artist is concerned primarily with the expression of some idea, whereas the craftsman is more intent on the creation of an object. Mr. Ruhemann shows, by means of contrasting pictures, how in varying ages these distinctions have tended to fade into one another. He reveals how the art of Hogarth was commercialised with skill by the Staffordshire potter; how Renoir in his canvases was influenced by his early craft as a porcelain painter; and how Toulouse-Lautrec's preoccupation with colour posters may have had some limiting influence on his painting. The contrasts are skilfully and entertainingly presented.

Those who enjoyed the Exhibition of American Art held at the Tate shortly after the war, an exhibition epitomising the refreshingly vigorous outlook of the New World, will find little to remind them of that occasion in Frederick Wight's MILESTONES OF AMERICAN PAINTING IN OUR CENTURY (Max Parrish. 21s.). The vigour seems to have gone, and, if this cross-section is anything to go upon, the accent is upon the abstract, not on the robust realities of the American scene.

The County Books march on. Now comes Kenneth Hare's GLOUCESTERSHIRE (Robert Hale. 15s.), and many may feel it is the most readable of them all with its well-drilled historical narrative, its anecdotes of the great, the near-great and the character-full, its folk-lore and its legend, and its magnificent photographs. What Monmouthshire folk will have to say when they see their lyric poet W. H. Davies lauded and quoted in the chapter on "Great Gloucestrians" is highly debatable, however; but perhaps Mr. Hare thinks it unfair that the "super-tramp" should be pinned down to one place. Davies was born in Newport, Mon.

Henry VIII, in his dealings as statesman and King, never showed, other than momentarily, that he knew the meaning of friendship, generosity or honesty. As a lover, too, he was wholly lacking in genuine qualities, but after reading THE LOVE LETTERS OF HENRY VIII (Allan Wingate 9s.) it is hard to believe that of Henry's six wives only two escaped insult or execution. This lover, particularly in his *billets doux* to Anne Boleyn, sighs like a furnace and exhibits all the old familiar symptoms of a man enthralled and enslaved. Henry Savage edits the letters.

AMONG THE REPRINTS: Stephen Hudson's MYRTLE (Falcon Press. 7s. 6d.), the story of a modern Helen. DESCENT INTO HELL (Faber and Faber. 8s. 6d.), the fifth volume in the new standard edition of Charles Williams' work GIANT FISHES, WHALES AND DOLPHINS (Putnam. 15s.), by J. R. Norman and F. C. Fraser, a standard work which first made its appearance in 1937.

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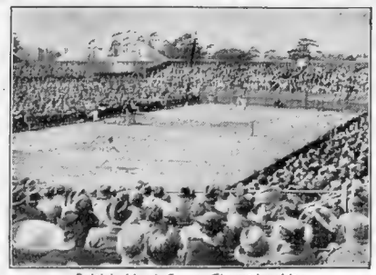

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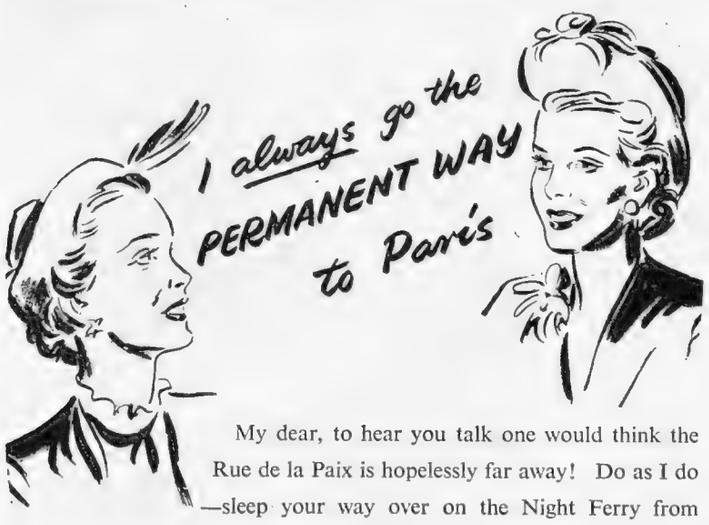

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FIAT JUSTITIA

" We are in the Appeal Court tomorrow, Sir."

" *We are, Acton. In front of an uncommonly searching lot of Lordships.*"

" But we are dining with Sir Gregory this evening."

" *True. His hospitality is alarmingly Georgian.*"

" Then, Sir, that our intellect may not be clouded by any possible morning after may I suggest we remember 'the wise man's nightcap' — Rose's Lime Juice."

" *I concur, Acton. What a far-sighted clerk you are. Now pass me a gin and Rose's from behind 'Widgery on Torts'. I must prepare to save our client from seven years' seclusion.*"

ROSE'S—*for Gin and Lime*

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you may still manage to reduce its duration and discomfort by taking Serocalcin.

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Three tablets are taken three times daily. Commenced in the early stages of a cold, this often clears up an attack in 3 or 4 days.

Serocalcin is suitable for adults and children.

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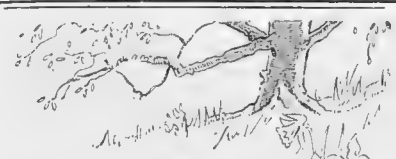
Two Serocalcin tablets are taken daily for 30 days. In many cases this gives 3 to 4 months' immunity from colds.

Serocalcin is available in two sizes: The treatment pack of 20 tablets costs 3/- plus 9d. Purchase Tax. The immunising course of 60 tablets costs 7/6 plus 1/9 Purchase Tax.

All who suffer from colds are invited to send to Harwoods Laboratories. Ltd., Watford, for descriptive booklet "Immunity from Colds."

SEROCALCIN Reg.

FOR THE PREVENTION & TREATMENT OF COLDS



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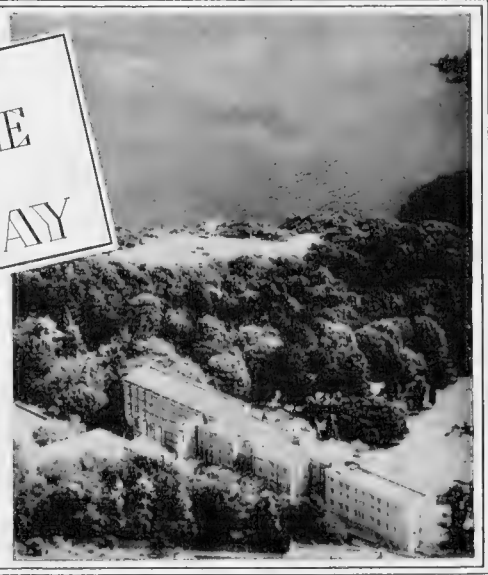

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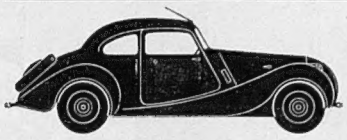

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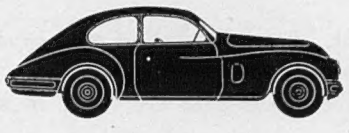

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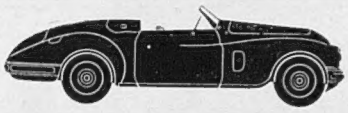

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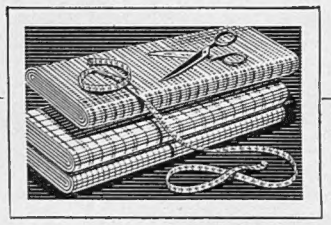

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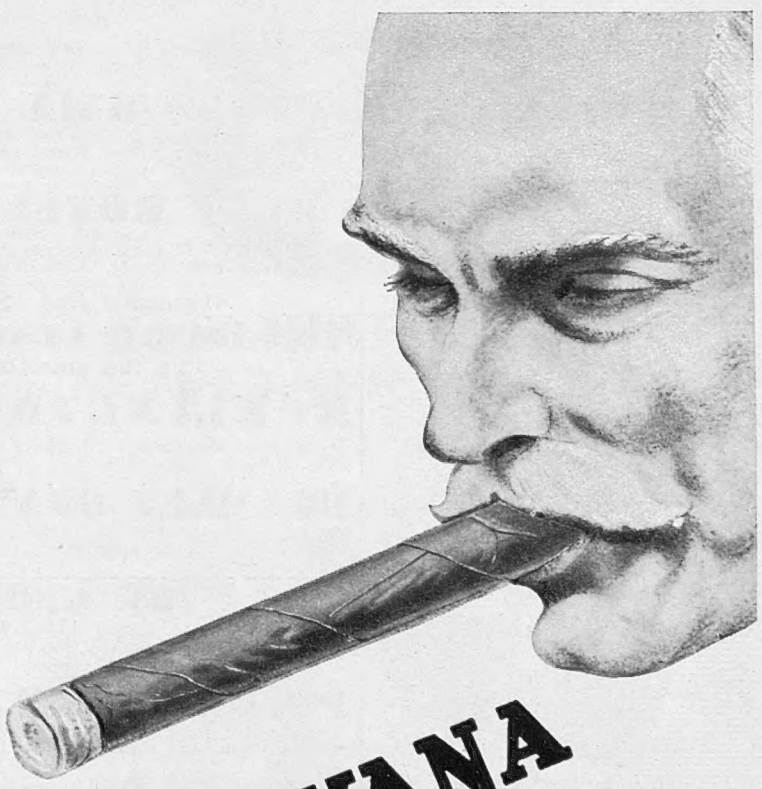

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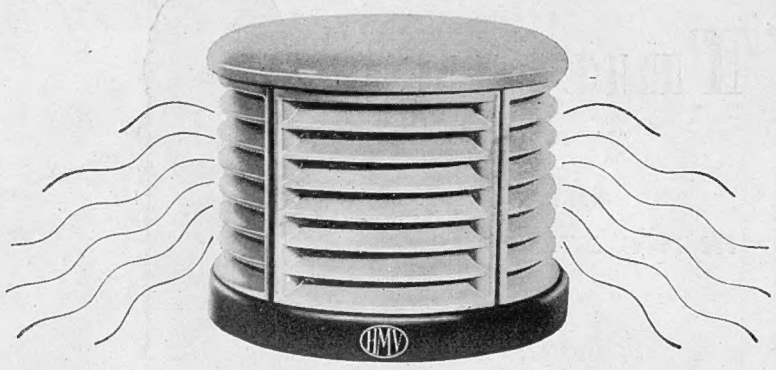

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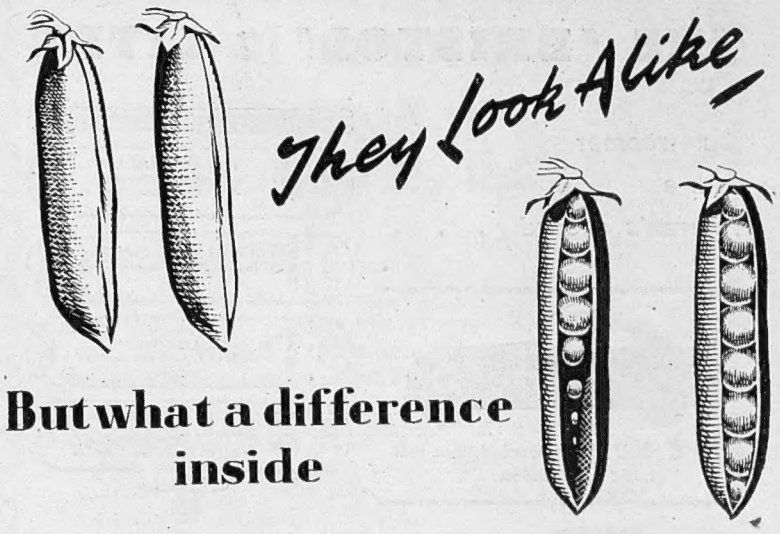

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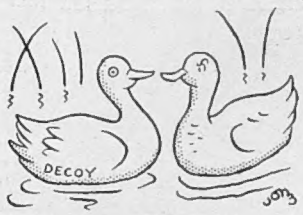

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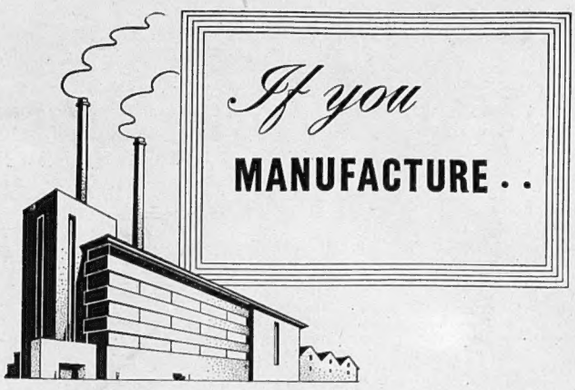

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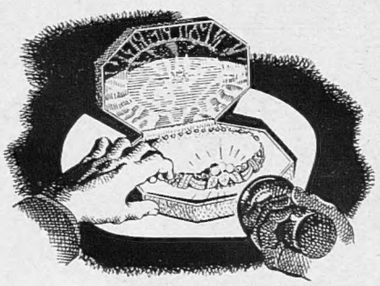

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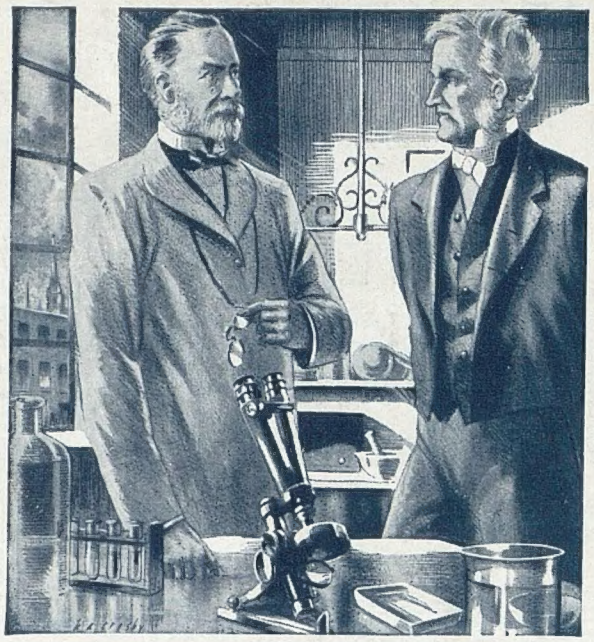

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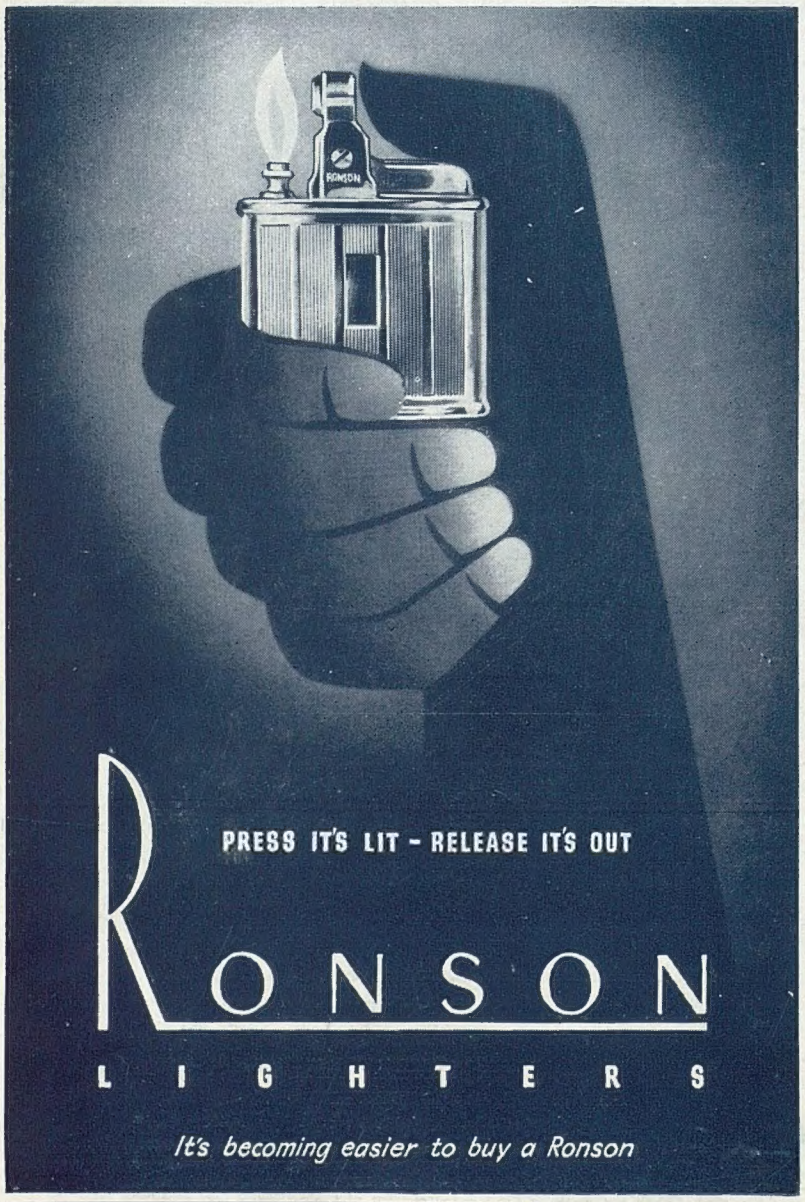

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